

## Rural Service Areas

The county has been fortunate to have avoided development patterns distinguished by satellite communities with independent taxing authority encircling the metropolitan Sioux Falls area. Development which previously spilled into the rural area has either been annexed into one of the freestanding communities or is not of sufficient concentration to exert any significant influence or exhibit a community identity.

Cities will continue as the primary providers of goods and services to urban as well as rural residents. Historically, several areas outside the cities evolved as rural centers, located mostly along major transportation routes, providing basic convenience services to the agricultural community and highway travelers. Rail access played a part in the development of Lyons, Ellis, Corson and Rowena while areas such as Huset's Corner, Wall Lake Corner, Pumpkin Center, and Union Center developed along Highway 16 (now Highway 42). Highway 77 (now Highway 115) supported both Renner and Midway Corners while Buffalo Trading Post offered services to Highway 19 travelers. Rural service areas generally do not have an urban infrastructure and are not capable of supporting much more than limited development.

Many existing rural centers were severely impacted by the decline in the farming population, rail abandonment and construction of the interstate highway system - factors which eventually forced many businesses to close. Others continue to survive due to increased urbanization of the county and the ability to capitalize on the growing rural population. Higher traffic volumes on major roads in the county are likely to encourage the development of new centers and the expansion of existing ones.

The Future Development Plan encourages the majority of commercial and industrial development to locate within the cities. However, it is recognized that convenience goods and services as well as some industrial uses could be appropriately sited within the rural area. These locations include existing service areas where some reasonable expansion is appropriate and at major highway intersections.

### Policies

- . Promote optimum land use relationships and minimize land use conflicts.
- . Discourage the random and haphazard siting of commercial and industrial uses within the rural area when such uses do not support the agricultural industry.
- . Utilize the planned development zoning district to accommodate a mix of land uses, promote an arrangement of uses on a comprehensive rather than piecemeal basis, and address problems related to existing land use patterns.
- . Coordinate the siting of industrial uses with the Minnehaha County Economic Development Association.
- . Facilitate agri-business activities at appropriate sites in the rural area.
- . Enhance industrial development by restricting incompatible land uses in areas where rail access is available.
- . Locate commercial uses at interstate highway interchanges and high traffic intersections. Such uses should be developed in a nodal pattern and geared to the support of highway users.

- . Discourage strip development along transportation arteries, particularly those which serve as gateways to the cities and major activity centers.
- . Promote development patterns which maintain the safety and carrying capacity of major roads. Discourage strip development patterns.
- . Preserve the environmental quality of the county with respect to economic development.