

(97) **Structure**—Any construction, the use of which requires permanent location on the ground or attachment to something having permanent location on the ground (excluding walks, driveways, and fences; but including mobile homes, parking lots, and swimming pools).

(98) **Structure, Accessory**—A structure customarily incidental and subordinate to the principal use or structure located on the same lot therewith. In no case shall such an accessory structure dominate in area, extent, or purpose the principal use or structure. An accessory structure shall not be built without a principal structure.

(99) **Structure, Principal**—Any structure, the intent of which is to provide for the main function of the property. Accessory structures attached to the principal structure, either directly or by a breezeway, shall be considered part of the principal structure.

(100) **Sub-station, Electric**—See “Public Utility”.

(101) **Street or Road**—Either term applies to less important trafficways, usually under the jurisdiction of the County Department of Public Works.

(102) **Street, Alley**—A trafficway which provides secondary service access for vehicles and pedestrians to the side or rear of abutting properties.

(103) **Street, Arterial**—This serves both functions of access and mobility with the emphasis on the movement of through traffic. It is a minor artery in the County’s circulation network, interconnecting with major highways and collector roads to move traffic between local and regional generators (such as schools, shopping centers, recreation areas, employment centers and large residential developments).

(104) **Streets, Collector**—This serves both functions of access and mobility equally for short length neighborhood trips by providing direct access to all adjacent properties. It collects the residential traffic of INTERSECTING LOCAL STREETS and allows easy mobility to the arterial and major road networks as well as to local centers of activity.

(105) **Street, Local**—This serves primarily as access roads to adjacent property and residences. The only traffic mobility is that which must be provided for residential traffic access to the collector and arterial road system.

(106) **Street, Cul-de-Sac**—A local street with one outlet, having a paved, circular turn-around area at the closed end.

(107) **Transit Station**—A structure designed for the purpose of loading and unloading passengers into and out of mass transit vehicles.

(108) **Tributary Area**—The area above the first five hundred foot (500’) restriction of surface distance at mean high water