LOCAL LAW
INTRODUCTORY NO. 22 -1992
CHAUTAUQUA COUNTY

(A Local Law Establishing a County Legislature
for the County of Chautauqua Reapportioned on
the basis of the 1990 Federal Census)

BE IT ENACTED by the Legislature of the County of Chautauqua as follows:

SECTION 1.   This Local Law is intended to establish legislative districts in the County of Chautauqua substantially equal in population based upon the 1990 Federal Census figures so as to prevent impairment of constitutionally protected rights.   It is further intended to fulfill the mandates of the County Charter, County Administrative Code, and to repeal and supersede Local Law Number 9-1982.

SECTION 2.   There is hereby created in and for the County of Chautauqua a County Legislature which shall be the elective governing body of the County of Chautauqua.   The representatives elected from the various County Legislative Districts, as herein established, shall be known as the County Legislature.

SECTION 3.   County Legislators shall be elected at general elections to be held in odd-numbered years from the districts herein established.   The first election of County Legislators under this Local Law will be held at the general election to be held in the month of November, 1993.   The term of office of all County Legislators, except to fill a vacancy, shall be two (2) years commencing on the first day of January of the year next following their election.

SECTION 4.   The County Legislature shall consist of twenty-five (25) legislators.   One legislator shall be elected from each of the twenty-five (25) districts as herein described.

SECTION 5.   Each County Legislator shall have one vote in the County Legislature.

SECTION 6.   All references to roads, railroad right of ways, creeks, lakes, rivers, municipal boundary lines, and other geographical features shall relate to such features as they existed on December 1, 1992.

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SECTION 7.   The Legislative Districts shall be as follows:

     District 1 shall be composed of all that portion of the
Town of Dunkirk located west of the City of Dunkirk and all that
portion of the City of Dunkirk situate within the following de-
scribed boundaries: Beginning at the intersection of the
centerline of Central Avenue, as if extended to the lake shore,
and the shore of Lake Erie; thence south along the centerline of
Central Avenue to its intersection with the centerline of Sixth
Street; thence west along the centerline of Sixth Street to its
intersection with the centerline of Eagle Street; thence south
along the centerline of Eagle Street to its intersection with
the centerline of Lucas Avenue; thence east along the centerline
of Lucas Avenue to its intersection with the centerline of
Central Avenue; thence south along the centerline of Central
Avenue to its intersection with the southern boundary line of
the City of Dunkirk; thence west along the southern boundary
line of the City of Dunkirk to its intersection with the western
boundary line of the City of Dunkirk; thence north and west
continuously along the western boundary line of the City of
Dunkirk to its intersection with the shoreline of Lake Erie;
thence following the shoreline of Lake Erie generally in a
northeasterly direction continuously to its intersection with
the centerline of Central Avenue as if extended to the lake
shore, being the point or place of beginning.

     Also including all that portion of the Town of Pomfret
situate within the following described boundaries: Beginning at
the intersection of the centerline of Berry Road and the western
boundary line of the Town of Pomfret; thence south along the
western boundary line of the Town of Pomfret to its intersection
with the centerline of North Road; thence southeast along the
centerline of North Road to its intersection with the centerline
of the Norfolk and Western Railroad tracks; thence northeast
along the centerline of the Norfolk and Western Railroad tracks
to its intersection with the centerline of Berry Road; thence
east along the centerline of Berry Road (County Road 618) to its
intersection with the centerline of Farel Road; thence north and
northeast along the centerline of Farel Road to its intersection
with the centerline of Van Buren Road; thence east and northeast
along the centerline of Van Buren Road to its intersection with
the western boundary line of the Village of Fredonia; thence
north along the western boundary line of the Village of Fredonia
to its intersection with the northern boundary line of the Town
of Pomfret; thence west along the northern boundary line of the
Town of Pomfret to its intersection with the shore of Lake Erie;
thence following along the shore of Lake Erie in a southwesterly
direction to its intersection with the western boundary line of
the Town of Pomfret; thence south along the western boundary
line of the Town of Pomfret to its intersection with the center-
line of Berry Road, being the point or place of beginning.

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District 2 shall be composed of all that portion of the City of Dunkirk situate within the following described boundaries: Beginning at the intersection of the centerline of Central Avenue, as if extended to the lake shore, and the shore of Lake Erie; thence south along the centerline of Central Avenue to its intersection with the centerline of Sixth Street; thence west along the centerline of Sixth Street to its intersection with the centerline of Eagle Street; thence south along the centerline of Eagle Street to its intersection with the centerline of Lucas Avenue; thence east along the centerline of Lucas Avenue to its intersection with the centerline of Central Avenue; thence south along the centerline of Central Avenue to its intersection with the southern boundary line of the City of Dunkirk; thence east along the southern boundary line of the City of Dunkirk to its intersection with the eastern boundary line of the City of Dunkirk; thence north and east continuously along the eastern boundary line of the City of Dunkirk to its intersection with the centerline of Bennett Road (State Route 60); thence northwest along the centerline of Bennett Road (State Route 60) to its intersection with the centerline of West Courtney Street; thence northeast along the centerline of West Courtney Street to its intersection with the centerline of Bucknor Street; thence northwest along the centerline of Bucknor Street to its intersection with the centerline of Talcott Street; thence northeast along the centerline of Talcott Street to its intersection with the centerline of Roberts Road; thence northwest along the centerline of Roberts Road to its intersection with the centerline of East Second Street; thence east along the centerline of East Second Street to its intersection with the centerline of Webster Street; thence north along the centerline of Webster Street to its intersection with the centerline of Front Street; thence west along the centerline of Front Street to its intersection with the centerline of Irving Place; thence north along the centerline of Irving Place to its intersection with the centerline of Lake Shore Drive East; thence southwest along the centerline of Lake Shore Drive East to its intersection with the centerline of Roberts Road; thence northwest along the centerline of Roberts Road to its intersection with the shoreline of Lake Erie as if the centerline of Roberts Road were extended to the shoreline of Lake Erie; thence continuously along the shoreline of Lake Erie generally in a southwesterly direction to its intersection with the centerline of Central Avenue, as if the centerline of Central Avenue extended to the lake shore, being the point or place of beginning.

District 3 shall be composed of all that portion of the Town of Dunkirk located east of the City of Dunkirk and all that portion of the City of Dunkirk situate within the following described boundaries: Beginning at the intersection of the centerline of Roberts Road, as if the centerline of Roberts Road

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were extended to the lake shore, and the shore of Lake Erie; thence continuously along the shoreline of Lake Erie generally in an northeasterly direction to its intersection with the eastern boundary line of the City of Dunkirk; thence south and west along the eastern boundary line of the City of Dunkirk to its intersection with the centerline of Bennett Road (State Route 60); thence northwest along the centerline of Bennett Road (State Route 60) to its intersection with the centerline of West Courtney Street; thence northeast along the centerline of West Courtney Street to its intersection with the centerline of Bucknor Street; thence northwest along the centerline of Bucknor Street to its intersection with the centerline of Talcott Street; thence northeast along the centerline of Talcott Street to its intersection with the centerline of Roberts Road; thence northwest along the centerline of Roberts Road to its intersection with the centerline of East Second Street; thence east along the centerline of East Second Street to its intersection with the centerline of Webster Street; thence north along the centerline of Webster Street to its intersection with the centerline of Front Street; thence west along the centerline of Front Street to its intersection with the centerline of Irving Place; thence north along the centerline of Irving Place to its intersection with the centerline of Lake Shore Drive East; thence southwest along the centerline of Lake Shore Drive East to its intersection with the centerline of Roberts Road; thence northwest along the centerline of Roberts Road to its intersection with the shoreline of Lake Erie as if the centerline of Roberts Road were extended to the shoreline of Lake Erie, being the point or place of beginning.

District 4 shall be composed of all that portion of the Town of Hanover located north of the following described boundary line: Beginning at the intersection of King Road (County Road 320) and the western boundary line of the Town of Hanover; thence generally east along the centerline of King Road continuously to its intersection with the eastern boundary line of the Town of Hanover.

District 5 shall be composed of all of the Towns of Sheridan and Villenova and all that portion of the Town of Hanover not included in District 4.

District 6 shall be composed of all of the Towns of Gerry and Stockton and all that portion of the Town of Charlotte located south of the following described boundary line: Beginning at the intersection of the centerline of County Road 133 and the western boundary line of the Town of Charlotte; thence east and southeast along the centerline of County Road 133 to its intersection with the centerline of Hooker Road; thence east along the centerline of Hooker Road to its intersection with the centerline of County Road 49; thence south along the centerline of County Road 49 to its intersection with the centerline of

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Harper Road; thence south along the centerline of Harper Road to
its intersection with the centerline of County Road 85; thence
northeast along the centerline of County Road 85 to its inter-
section with the centerline of Boutwell Hill Road; thence
northeast along the centerline of Boutwell Hill Road to its
intersection with the eastern boundary line of the Town of
Charlotte.

District 7 shall be composed of all of the Towns of Cherry
Creek, Ellington and Poland, and all that portion of the Town of
Charlotte not included in District 6.

District 8 shall be composed of all of the Towns of Carroll
and Kiantone, and all that portion of the Town of Busti situate
within the following described boundaries: Beginning at the
intersection of the centerline of Creek Road and the southern
boundary line of the Town of Busti; thence northeast along the
centerline of Creek Road to its intersection with the centerline
of County Road 111; thence west along the centerline of County
Road 111 to its intersection with the centerline of Stillwater
Creek; thence generally north and east continuously along the
centerline of Stillwater Creek to its intersection with the
centerline of Hatch Creek; thence generally north and west
continuously along the centerline of Hatch Creek to its inter-
section with the centerline of Forest Avenue Extension; thence
northeast along the centerline of Forest Avenue Extension to its
intersection with the centerline of Mitchell Road; thence south-
east along the centerline of Mitchell Road to its intersection
with the eastern boundary line of the Town of Busti; thence
south along the eastern boundary line of the Town of Busti to
its intersection with the southern boundary line of the Town of
Busti; thence west along the southern boundary line of the Town
of Busti to its intersection with the centerline of Creek Road,
being the point or place of beginning.

District 9 shall be composed of all that portion of the
Town of Ellicott situate within the following described bound-
aries: Beginning at the intersection of the centerline of State
Route 60 and the northern boundary line of the Town of Ellicott;
thence south along the centerline of State Route 60 to its
intersection with the centerline of County Road 81; thence
southeast along the centerline of County Road 81 to its inter-
section with the centerline of Hough Hill Road; thence generally
west and north continuously along the centerline of Hough Hill
Road to its intersection with the centerline of Horton Road;
thence west along the centerline of Horton Road to its intersec-
tion with the centerline of State Route 60; thence south along
the centerline of State Route 60 to its intersection with the
northern boundary line of the City of Jamestown; thence general-
ly east continuously along the northern boundary line of the
City of Jamestown to its intersection with the eastern boundary
line of the City of Jamestown; thence south along the eastern

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boundary line of the City of Jamestown to its intersection with
the southern boundary line of the Town of Ellicott; thence east
along the southern boundary line of the Town of Ellicott to its
intersection with the eastern boundary line of the Town of
Ellicott; thence north along the eastern boundary line of the
Town of Ellicott to its intersection with the northern boundary
line of the Town of Ellicott; thence west along the northern
boundary line of the Town of Ellicott to its intersection with
the centerline of State Route 60, being the point or place of
beginning.

Also including all that portion of the City of Jamestown situate
within the following described boundaries: Beginning at the
intersection of the northern boundary line of the City of
Jamestown and the centerline of Curtis Street; thence south and
southwest along the centerline of Curtis Street to its intersec-
tion with the centerline of Falconer Street; thence southwest
along the centerline of Falconer Street to its intersection with
the centerline of Cowing Street; thence southeast along the
centerline of Cowing Street to its intersection with the center-
line of Second Street; thence southwest along the centerline of
Second Street to its intersection with the centerline of Buffalo
Street; thence east along the centerline of Buffalo Street to
its intersection with the eastern boundary line of the City of
Jamestown; thence north along the eastern boundary line of the
City of Jamestown to its intersection with the northern boundary
line of the City of Jamestown; thence generally west and contin-
uously along the northern boundary line of the City of Jamestown
to its intersection with the centerline of Curtis Street, being
the point or place of beginning.

     District 10 shall be composed of all that portion of the
Town of Ellicott not included in District 9.

     District 11 shall be composed of all that portion of the
City of Jamestown situate within the following described bound-
aries: Beginning at the intersection of the northern boundary
line of the City of Jamestown and the centerline of North Main
Street; thence west along the northern boundary line of the City
of Jamestown continuously to its intersection with the western
boundary line of the City of Jamestown; thence generally south
along the western boundary line of the City of Jamestown contin-
uously to its intersection with the centerline of Livingston
Avenue; thence southeast along the centerline of Livingston
Avenue to its intersection with the centerline of Geneva Street;
thence south along the centerline of Geneva Street to its
intersection with the centerline of Fairmount Avenue; thence
east along the centerline of Fairmount Avenue to its intersec-
tion with the centerline of Catlin Avenue; thence south along
the centerline of Catlin Avenue to its intersection with the
centerline of Harding Avenue; thence east along the centerline
of Harding Avenue to its intersection with the centerline of

Whitley Avenue; thence north along the centerline of Whitley Avenue to its intersection with the centerline of Sixth Street; thence east along the centerline of Sixth Street to its intersection with the centerline of the Conrail Railroad tracks; thence south and east along the centerline of the Conrail Railroad tracks continuously to its intersection with the centerline of Institute Street (as if the centerline of Institute Street continued in an uninterrupted manner across the Conrail Railroad tracks); thence north along the centerline of Institute Street to its intersection with the centerline of Second Street; thence west along the centerline of Second Street to its intersection with the centerline of Prendergast Avenue; thence north along the centerline of Prendergast Avenue to its intersection with the centerline of Crossman Street; thence east along the centerline of Crossman Street to its intersection with the centerline of Lakeview Avenue; thence north along the centerline of Lakeview Avenue to its intersection with the centerline of Price Street; thence west along the centerline of Price Street to its intersection with the centerline of Prendergast Avenue; thence north along the centerline of Prendergast Avenue to its intersection with the centerline of Regent Street; thence west along the centerline of Regent Street to its intersection with the centerline of North Main Street; thence north along the centerline of North Main Street to its intersection with the centerline of Buffalo Street; thence east along the centerline of Buffalo Street to its intersection with the centerline of Pleasant View Drive; thence north along the centerline of Pleasant View Drive and its extension to its intersection with the northern boundary line of the City of Jamestown; thence west along the northern boundary line of the City of Jamestown to its intersection with the centerline of North Main Street, being the point or place of beginning.

District 12 shall be composed of all that portion of the City of Jamestown situate within the following described boundaries: Beginning at the intersection of the centerline of the Conrail Railroad tracks and the centerline of Institute Street (as if the centerline of Institute Street continued in an uninterrupted manner across the Conrail Railroad tracks); thence north along the centerline of Institute Street to its intersection with the centerline of Second Street; thence west along the centerline of Second Street to its intersection with the centerline of Prendergast Avenue; thence north along the centerline of Prendergast Avenue to its intersection with the centerline of Crossman Street; thence east along the centerline of Crossman Street to its intersection with the centerline of Lakeview Avenue; thence north along the centerline of Lakeview Avenue to its intersection with the centerline of Price Street; thence west along the centerline of Price Street to its intersection with the centerline of Prendergast Avenue; thence north along the centerline of Prendergast Avenue to its intersection with the centerline of Regent Street; thence west along the center-

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line of Regent Street to its intersection with the centerline of North Main Street; thence north along the centerline of North Main Street to its intersection with the centerline of Buffalo Street; thence east along the centerline of Buffalo Street to its intersection with the centerline of Bowen Street; thence south along the centerline of Bowen Street to its intersection with the centerline of Newton Avenue; thence east along the centerline of Newton Avenue to its intersection with the center-line of Bowen Street; thence south and southeast along the centerline of Bowen Street to its intersection with the center-line of East Second Street; thence southwest along the center-line of East Second Street to its intersection with the center-line of Cheney Street; thence southeast along the centerline of Cheney Street to its intersection with the centerline of the Conrail Railroad tracks (as if the centerline of Cheney Street extended to the centerline of said railroad tracks); thence southwest along the centerline of the Conrail Railroad tracks to its intersection with the centerline of Winsor Street; thence southeast along the centerline of Winsor Street to its intersec-tion with the centerline of English Street; thence southeast along the centerline of English Street to its intersection with the centerline of Oak Street (as if Oak Street extended on a line parallel with the centerline of Ellicott Street from the centerline of Shaw Avenue to the centerline of English Street); thence southwest along the centerline of said extended Oak Street to its intersection with the centerline of Shaw Avenue; thence west along the centerline of Shaw Avenue to its intersec-tion with the centerline of Ellicott Street; thence north along the centerline of Ellicott Street to its intersection with the centerline of Pullman Street; thence northwest along the center-line of Pullman Street to its intersection with the centerline of Allen Street; thence west along the centerline of Allen Street to its intersection with the centerline of Institute Street; thence north along the centerline of Institute Street (as if the centerline of Institute Street continued in an uninterrupted manner across the Conrail Railroad tracks) to its intersection with the centerline of the Conrail Railroad tracks, being the point or place of beginning.

District 13 shall be composed of all that portion of the City of Jamestown situate within the following described bound-aries: Beginning at the centerline of Pleasant View Drive and its extension and its intersection with the northern boundary line of the City of Jamestown; thence south along the centerline of Pleasant View Drive and its extension to its intersection with the centerline of Buffalo Street; thence west along the centerline of Buffalo Street to its intersection with the centerline of Bowen Street; thence south along the centerline of Bowen Street to its intersection with the centerline of Newton Avenue; thence east along the centerline of Newton Avenue to its intersection with the centerline of Bowen Street; thence south and southeast along the centerline of Bowen Street to its

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intersection with the centerline of East Second Street; thence
southwest along the centerline of East Second Street to its
intersection with the centerline of Cheney Street; thence
southeast along the centerline of Cheney Street to its intersec-
tion with the centerline of the Conrail Railroad tracks (as if
the centerline of Cheney Street extended to the centerline of
said railroad tracks); thence southwest along the centerline of
the Conrail Railroad tracks to its intersection with the center-
line of Winsor Street; thence southeast along the centerline of
Winsor Street to its intersection with the centerline of English
Street; thence southeast along the centerline of English Street
to its intersection with the centerline of Oak Street (as if Oak
Street extended on a line parallel with the centerline of
Ellicott Street from the centerline of Shaw Avenue to the
centerline of English Street); thence southwest along the
centerline of said extended Oak Street to its intersection with
the centerline of Shaw Avenue; thence continuing south on the
centerline of the existing Oak Street to its intersection with
the centerline of Hunter Street; thence continuing south along
the centerline of Oak Street (as if the existing Oak Street
centerline was extended to the centerline of Camp Street and was
parallel to Juliet Street) to its intersection with the center-
line of Camp Street; thence east along the centerline of Camp
Street to its intersection with the centerline of Hebner Street;
thence north along the centerline of Hebner Street to its
intersection with the centerline of King Street; thence east
along the centerline of King Street to its intersection with the
centerline of English Street; thence east along the centerline
of English Street to its intersection with the centerline of
Laura Street; thence east along the centerline of Laura Street
to its intersection with the centerline of Pardee Avenue; thence
north along the centerline of Pardee Avenue to its intersection
with the centerline of Willard Street; thence east along the
centerline of Willard Street to its intersection with eastern
boundary line of the City of Jamestown; thence north along the
eastern boundary line of the City of Jamestown to its intersec-
tion with the centerline of Buffalo Street; thence west along
the centerline of Buffalo Street to its intersection with the
centerline of East Second Street; thence northeast along the
centerline of East Second Street to its intersection with the
centerline of Cowing Street; thence northwest along the center-
line of Cowing Street to its intersection with the centerline of
Falconer Street; thence northeast along the centerline of
Falconer Street to its intersection with the centerline of
Curtis Street; thence northwest and north continuously along the
centerline of Curtis Street to its intersection with the north-
ern boundary line of the City of Jamestown; thence west along
the northern boundary line of the City of Jamestown to its
intersection with the centerline of Pleasant View Drive and its
extension, being the point or place of beginning.

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District 14 shall be composed of all that portion of the City of Jamestown situate within the following described boundaries: Beginning at the intersection of the western boundary line of the City of Jamestown and the centerline of Livingston Avenue; thence southeast along the centerline of Livingston Avenue to its intersection with the centerline of Geneva Street; thence south along the centerline of Geneva Street to its intersection with the centerline of Fairmount Avenue; thence east along the centerline of Fairmount Avenue to its intersection with the centerline of Catlin Avenue; thence south along the centerline of Catlin Avenue to its intersection with the centerline of Harding Avenue; thence east along the centerline of Harding Avenue to its intersection with the centerline of Whitley Street; thence north along the centerline of Whitley Street to its intersection with the centerline of Sixth Street; thence east along the centerline of Sixth Street to its intersection with the centerline of the Conrail Railroad tracks; thence south and east along the centerline of the Conrail Railroad tracks continuously to its intersection with the centerline of Institute Street (as if the centerline of Institute Street continued in an uninterrupted manner across the Conrail Railroad tracks); thence south along the centerline of Institute Street to its intersection with the centerline of Allen Street; thence east along the centerline of Allen Street to its intersection with the centerline of Maple Street; thence south along the centerline of Maple Street and its extension to its intersection with the centerline of Newland Avenue; thence west along the centerline of Newland Avenue to its intersection with the centerline of Prospect Street; thence north along the centerline of Prospect Street to its intersection with the centerline of McKinley Avenue; thence west along the centerline of McKinley Avenue to its intersection with the centerline of Forest Avenue; thence south along the centerline of Forest Avenue to its intersection with the centerline of McKinley Avenue; thence west along the centerline of McKinley Avenue to its intersection with the centerline of Barrett Avenue; thence north along the centerline of Barrett Avenue to its intersection with the centerline of McKinley Avenue; thence west along the centerline of McKinley Avenue to its intersection with the centerline of Colfax Street; thence north along the centerline of Colfax Street to its intersection with the centerline of Baker Street; thence west along the centerline of Baker Street to its intersection with the centerline of Pershing Avenue; thence west along the centerline of Pershing Avenue to its intersection with the centerline of Ohio Street; thence north along the centerline of Ohio Street to its intersection with the centerline of Palmer Street; thence west along the centerline of Palmer Street to its intersection with the centerline of Hallock Street; thence south along the centerline of Hallock Street to its intersection with the centerline of LaSalle Avenue (as if the centerline of LaSalle Avenue extended to the centerline of Hallock Street); thence west along the centerline of LaSalle

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Avenue to its intersection with the centerline of McDaniel
Avenue; thence north along the centerline of McDaniel Avenue to
its intersection with the centerline of Front Street; thence
west along the centerline of Front Street to its intersection
with the western boundary line of the City of Jamestown; thence
north along the western boundary line of the City of Jamestown
to its intersection with the centerline of Livingston Avenue,
being the point or place of beginning.

District 15 shall be composed of all that portion of the
City of Jamestown situate within the following described bound-
aries: Beginning at the intersection of the southern boundary
line of the City of Jamestown and the western boundary line of
the City of Jamestown; thence generally northerly and continu-
ously along the western boundary line of the City of Jamestown
to its intersection with the centerline of Front Street; thence
east along the centerline of Front Street to its intersection
with the centerline of McDaniel Avenue; thence south along the
centerline of McDaniel Avenue to its intersection with the
centerline of LaSalle Avenue; thence east along the centerline
of LaSalle Avenue (as if the centerline of LaSalle Avenue
extended to the centerline of Hallock Street) to its intersec-
tion with the centerline of Hallock Street; thence north along
the centerline of Hallock Street to its intersection with the
centerline of Palmer Street; thence east along the centerline of
Palmer Street to its intersection with the centerline of Ohio
Street; thence south along the centerline of Ohio Street to its
intersection with the centerline of Pershing Avenue; thence east
along the centerline of Pershing Avenue to its intersection with
the centerline of Baker Street; thence northeast along the
centerline of Baker Street to its intersection with the center-
line of Colfax Street; thence south along the centerline of
Colfax Street to its intersection with the centerline of McKin-
ley Avenue; thence east along the centerline of McKinley Avenue
to its intersection with the centerline of Barrett Avenue;
thence south along the centerline of Barrett Avenue to its
intersection with the centerline of McKinley Avenue; thence east
along the centerline of McKinley Avenue to its intersection with
the centerline of Forest Avenue; thence north along the center-
line of Forest Avenue to its intersection with the centerline of
McKinley Avenue; thence east along the centerline of McKinley
Avenue to its intersection with the centerline of Prospect
Street; thence south along the centerline of Prospect Street to
its intersection with the centerline of Barker Street; thence
west along the centerline of Barker Street to its intersection
with the centerline of Park Street; thence north along the
centerline of Park Street to its intersection with the center-
line of Fairfield Avenue; thence west along the centerline of
Fairfield Avenue to its intersection with the centerline of
Myrtle Street; thence south along the centerline of Myrtle
Street to its intersection with the centerline of Cole Avenue;
thence west along the centerline of Cole Avenue to its intersec-

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tion with the centerline of Forest Avenue; thence southwest
along the centerline of Forest Avenue to its intersection with
the centerline of Lee Avenue; thence west along the centerline
of Lee Avenue to its intersection with the centerline of Chauta-
uqua Avenue; thence south along the centerline of Chautauqua
Avenue and its extension to its intersection with the southern
boundary line of the City of Jamestown; thence west along the
southern boundary line of the City of Jamestown to its intersec-
tion with the western boundary line of the City of Jamestown,
being the point or place of beginning.

District 16 shall be composed of all that portion of the
City of Jamestown situate within the following described bound-
aries: Beginning at the intersection of the eastern boundary
line of the City of Jamestown and the centerline of Willard
Street; thence west along the centerline of Willard Street to
its intersection with the centerline of Pardee Avenue; thence
south along the centerline of Pardee Avenue to its intersection
with the centerline of Laura Street; thence west along the
centerline of Laura Street to its intersection with the center-
line of English Street; thence west along the centerline of
English Street to its intersection with the centerline of King
Street; thence west along the centerline of King Street to its
intersection with the centerline of Hebner Street; thence south
along the centerline of Hebner Street to its intersection with
the centerline of Camp Street; thence west along the centerline
of Camp Street to its intersection with the centerline of Oak
Street (as if the existing Oak Street centerline was extended to
the centerline of Camp Street and was parallel to Juliet
Street); thence north along the centerline of the extended Oak
Street to its intersection with the centerline of Hunter Street;
thence continuing north along the centerline of the existing Oak
Street to its intersection with the centerline of Shaw Avenue;
thence west along the centerline of Shaw Avenue to its intersec-
tion with the centerline of Ellicott Street; thence north along
the centerline of Ellicott Street to its intersection with the
centerline of Pullman Street; thence northwest along the center-
line of Pullman Street to its intersection with the centerline
of Maple Street; thence south along the centerline of Maple
Street and its extension to its intersection with the centerline
of Newland Avenue; thence west along the centerline of Newland
Avenue to its intersection with the centerline of Prospect
Street; thence south along the centerline of Prospect Street to
its intersection with the centerline of Barker Street; thence
west along the centerline of Barker Street to its intersection
with the centerline of Park Street; thence north along the
centerline of Park Street to its intersection with the center-
line of Fairfield Avenue; thence west along the centerline of
Fairfield Avenue to its intersection with the centerline of
Myrtle Street; thence south along the centerline of Myrtle
Street to its intersection with the centerline of Cole Avenue;
thence west along the centerline of Cole Avenue to its intersec-

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tion with the centerline of Forest Avenue; thence southwest along the centerline of Forest Avenue to its intersection with the centerline of Lee Avenue; thence west along the centerline of Lee Avenue to its intersection with the centerline of Chautauqua Avenue; thence south along the centerline of Chautauqua Avenue and its extension to its intersection with the southern boundary line of the City of Jamestown; thence east along the southern boundary line of the City of Jamestown to its intersection with the eastern boundary line of the City of Jamestown; thence north and west continuously along the eastern boundary line of the City of Jamestown to its intersection with the centerline of Willard Street, being the point or place of beginning.

District 17 shall be composed of all of the Town of Ellery and all that portion of the Town of North Harmony located east of the following described line: Beginning at the intersection of the centerline of State Route 394 and the northern boundary line of the Town of North Harmony; thence southeast along the centerline of State Route 394 to its intersection with the centerline of Carpenters-Pringles Road; thence south along the centerline of Carpenters-Pringles Road to its intersection with the centerline of Ramsey Road; thence east along the centerline of Ramsey Road to its intersection with the centerline of Butts Road; thence south along the centerline of Butts Road to its intersection with the centerline of Stoneledge Road; thence east and southeast continuously along the centerline of Stoneledge Road to its intersection with the centerline of Brooks Street; thence southwest along the centerline of Brooks Street to its intersection with the centerline of State Route 474; thence southwest along the centerline of State Route 474 to its intersection with the southern boundary line of the Town of North Harmony.

District 18 shall consist of all that portion of the Town of Busti situate within the following described boundaries: Beginning at the intersection of the western boundary line of the Town of Busti and the northern boundary line of the Town of Busti lying generally in the center of Chautauqua Lake; thence south and west continuously along the western boundary line of the Town of Busti to its intersection with the centerline of Demming Road; thence east along the centerline of Demming Road to its intersection with the centerline of Wellman Road; thence south along the centerline of Wellman Road to its intersection with the centerline of Cowing Road; thence east along the centerline of Cowing Road to its intersection with the centerline of Southwestern Drive; thence north along the centerline of Southwestern Drive to its intersection with the eastern boundary line of the Town of Busti; thence north along the eastern boundary line of the Town of Busti to its intersection with the northern boundary line of the Town of Busti; thence generally west along the northern boundary line of the Town of Busti to

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its intersection with the western boundary line of the Town of Busti, being the point or place of beginning.

District 19 shall be composed of all of the Town of Harmony, all that portion of the Town of Busti not included in Districts 8 and 18, and all that portion of the Town of North Harmony not included in District 17.

District 20 shall be composed of all of the Town of Sherman and all that portion of the Town of Chautauqua situate south of a line described as follows: Beginning at the intersection of the northern boundary line of the Town of Chautauqua and the centerline of State Route 394; thence southeast along the centerline of State Route 394 to its intersection with the centerline of Parker Road; thence northeast and east along the centerline of Parker Road to its intersection with the center-line of County Road 308, thence northwest along the centerline of County Road 308 to its intersection with the centerline of Prospect Road; thence northeast along the centerline of Prospect Road to its intersection with the centerline of Lawson Road; thence east along the centerline of Lawson Road to its intersection with the centerline of Elm Flat Road; thence south along the centerline of Elm Flat Road to its intersection with the centerline of the Brocton Road; thence north along the center-line of the Brocton Road to its intersection with the centerline of Haight Road; thence east along the centerline of Haight Road to its intersection with the centerline of Walker Road; thence northeast along the centerline of Walker Road to its intersection with the centerline of County Road 626; thence northeast along the centerline of County Road 626 to its intersection with the eastern boundary line of the Town of Chautauqua.

District 21 shall be composed of all of the Towns of Clymer, French Creek, and Mina, and all that portion of the Town of Ripley situate south of a line described as follows: Beginning at the intersection of the centerline of State Route 5 and the western boundary line of the Town of Ripley; thence northeast along the centerline of State Route 5 to its intersection with the centerline of Shortman Road; thence south along the centerline of Shortman Road to its intersection with the center-line of U.S. Route 20; thence northeast along the centerline of U.S. Route 20 to its intersection with the centerline of Barnes Road; thence northwest along the centerline of Barnes Road (as if the centerline of Barnes Road extended to the centerline of the New York State Thruway) to its intersection with the center-line of the New York State Thruway (Interstate 90); thence northeast along the centerline of the New York State Thruway (Interstate 90) to its intersection with the centerline of Wiley Road; thence south along the centerline of Wiley Road to its intersection with the centerline of U.S. Route 20; thence southwest along the centerline of U.S. Route 20 to its inter-section with the centerline of Shaver Street; thence southeast

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along the centerline of Shaver Street to its intersection with the centerline of the Conrail Railroad tracks; thence northeast along the centerline of the Conrail Railroad tracks to its intersection with the eastern boundary line of the Town of Ripley.

District 22 shall be composed of all of the Town of Westfield and all that portion of the Town of Ripley not included in District 21.

District 23 shall be composed of all of the Town of Portland, all that portion of the Town of Chautauqua not included in District 20, and all that portion of the Town of Pomfret situate within the following described boundaries: Beginning at the intersection of the centerline of North Road and the western boundary line of the Town of Pomfret; thence southeast along the centerline of North Road to its intersection with the centerline of the Norfolk & Western Railroad tracks; thence northeast for approximately 0.4 mile along the centerline of the Norfolk & Western Railroad tracks to its intersection with the centerline of an unnamed stream that outlets to Van Buren Bay; thence generally in a southerly direction along the centerline of said unnamed stream to its intersection with the centerline of Webster Road; thence northeast along the centerline of Webster Road to its intersection with the centerline of Sage Road; thence south along the centerline of Sage Road to its intersection with the centerline of Vine Road; thence east along the centerline of Vine Road to its intersection with the centerline of Chautauqua Road; thence south along the centerline of Chautauqua Road to its intersection with the centerline of Concord Drive; thence southeast along the centerline of Concord Drive to its intersection with the centerline of Osborne Road; thence east along the centerline of Osborne Road to its intersection with the centerline of County Road 610; thence northeast along the centerline of County Road 610 to its intersection with the centerline of Glasgow Road; thence south along the centerline of Glasgow Road to its intersection with the centerline of Darby Switch Road; thence northeast along the centerline of Darby Switch Road to its intersection with the centerline of Spoden Road; thence south along the centerline of Spoden Road to its intersection with the centerline of State Route 60; thence south along the centerline of State Route 60 to its intersection with the southern boundary line of the Town of Pomfret; thence west along the southern boundary line of the Town of Pomfret to its intersection with the western boundary line of the Town of Pomfret; thence north along the western boundary line of the Town of Pomfret to its intersection with the centerline of North Road, being the point or place of beginning.

District 24 shall be composed of all that portion of the Town of Pomfret not included in Districts 1, 23, and 25.

District 25 shall be composed of all of the Town of Arkwright and all that portion of the Town of Pomfret lying east of a line described as follows: Beginning at the intersection of the centerline of Central Avenue in the Village of Fredonia and the northern boundary line of the Town of Pomfret; thence south along the centerline of Central Avenue to its intersection with the centerline of Newton Street; thence east along the centerline of Newton Street to its intersection with the centerline of Lambert Avenue; thence south and southwest along the centerline of Lambert Avenue to its intersection with the centerline of Temple Street; thence southeast along the centerline of Temple Street to its intersection with the centerline of County Road 140; thence continuing southeast along the centerline of County Road 140 to its intersection with the centerline of County Road 610; thence continuing southeast along the centerline of County Road 610 to its intersection with the centerline of Glasgow Road; thence south along the centerline of Glasgow Road to its intersection with the centerline of Darby Switch Road; thence northeast along the centerline of Darby Switch Road to its intersection with the centerline of Spoden Road; thence south along the centerline of Spoden Road to its intersection with the centerline of State Route 60; thence south along the centerline of State Route 60 to its intersection with the southern boundary line of the Town of Pomfret.

SECTION 8.   This Local Law, upon taking effect, shall repeal Local Law No. 9-1982 except that County Legislators elected in the year 1991 shall continue to represent the Legislative Districts established in Local Law 9-1982 until January 1, 1994.   The Legislative Districts established in Local Law 9-1982 shall continue to be the Legislative Districts of Chautauqua County for the purpose of filling vacancies in the County Legislature prior to January 1, 1994.

SECTION 9.   If any provision of this Local Law shall be adjudged by any court of competent jurisdiction to be invalid, such determination shall not affect, impair, or invalidate the remainder thereof, but shall be confined in its operation to the particular provision directly adjudged invalid.

SECTION 10.   This Local Law shall become effective forty-five (45) days after adoption, or upon approval by a majority of the qualified electors in the event a permissive referendum is held in accordance with the Municipal Home Rule Law.

Andrew Goodell 12/21/92

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