

STATE OF NEW YORK

7552

IN SENATE

January 23, 2018

Introduced by Sen. MURPHY -- read twice and ordered printed, and when printed to be committed to the Committee on Housing, Construction and Community Development

AN ACT to amend the public housing law and the highway law, in relation to designating North Tarrytown as Sleepy Hollow

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. The title heading of title 49 of article 13 of the public housing law, as added by chapter 913 of the laws of 1957, is amended to read as follows:

TITLE 49

~~[NORTH TARRYTOWN]~~ SLEEPY HOLLOW HOUSING AUTHORITY

§ 2. Section 452 of the public housing law, as added by chapter 913 of the laws of 1957, is amended to read as follows:

§ 452. ~~[North Tarrytown]~~ Sleepy Hollow Housing Authority. A municipal housing authority to be known as the ~~[North Tarrytown]~~ Sleepy Hollow Housing Authority, is hereby created and established for the village of ~~[North Tarrytown]~~ Sleepy Hollow in the county of Westchester, for the accomplishment of any or all of the purposes specified in article eighteen of the constitution of the state of New York. It shall constitute a body corporate and politic, be perpetual in duration and consist of five members. It shall have the powers and duties now or hereafter conferred by this chapter upon municipal housing authorities. It shall be organized in the manner prescribed by and subject to the provisions of this chapter, and the authority, its members, officers and employees and its operations and activities shall in all respects be governed by the provisions of this chapter.

§ 3. Paragraph 1 of subdivision 57 of section 341 of the highway law, as amended by chapter 94 of the laws of 1980, is amended to read as follows:

1. Beginning at the northern city line of Yonkers, thence running generally northerly in or near the villages of Hastings-on-Hudson, Tarrytown, Briarcliff Manor, Ossining and Croton-on-Hudson, thence east

EXPLANATION--Matter in italics (underscored) is new; matter in brackets ~~[-]~~ is old law to be omitted.

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1 of the hamlet of Montrose and the village of Buchanan into the city of
2 Peekskill as a connection to an arterial highway; beginning in or near
3 the city of Peekskill at the junction of the Bear Mountain State parkway
4 and the north-south arterial highway, thence running generally westerly
5 across Annsville creek, thence generally northerly paralleling Annsville
6 creek to state highway five thousand three hundred sixty-three, thence
7 generally northerly to the Putnam-Westchester county line; beginning at
8 the northern city line of Yonkers, thence running generally northerly
9 through or near the villages of Ardsley and Elmsford, the hamlet of
10 Hawthorne and the villages of Briarcliff Manor and Ossining to a point
11 on state highway five thousand three hundred sixty-four north of the
12 village of Ossining; beginning at or near state highway one thousand
13 eight hundred one in the village of Croton-on-Hudson, thence running
14 generally northerly through or near the village of Buchanan to a point
15 on state highway six hundred fifty-seven in the city of Peekskill;
16 beginning at the northern city line of Yonkers, thence running generally
17 northerly through or near the hamlet of Hartsdale to the western city
18 line of White Plains; beginning at state highway five hundred three near
19 the western city line of White Plains, thence running generally northerly
20 to state highway fifty-two in or near the hamlet of Hawthorne; begin-
21 ning at state highway fifty-four in the village of Briarcliff Manor,
22 thence running generally northeasterly through or near the hamlet of
23 Millwood, crossing the Croton reservoir at Pine bridge, thence running
24 northeasterly through or near the hamlets of Whitehall Corners, Somers,
25 and Croton Falls to a point on state highway five thousand four hundred
26 sixty-four south of the Putnam-Westchester county line; beginning at the
27 northern city line of Mount Vernon, thence running generally northeast-
28 erly through or near the villages of Bronxville and Scarsdale to the
29 western city line of White Plains; beginning at the northern city line
30 of White Plains, thence running generally northeasterly through or near
31 the hamlets of Armonk, Bedford Village, Katonah, Goldens Bridge, Purdys
32 and Croton Falls to the Putnam-Westchester county line; beginning at the
33 eastern city line of Peekskill, thence running generally easterly
34 through or near the hamlets of Yorktown, Amawalk and Lincolndale to a
35 point on state highway seven hundred seventy-five in or near the hamlet
36 of Somers; beginning at the eastern city line of Peekskill, thence
37 running generally easterly through or near the hamlets of Mohegan Lake
38 and Shrub Oak to the Putnam-Westchester county line near the hamlet of
39 Baldwin Place; beginning at state highway three hundred thirty-two in or
40 near the hamlet of Yorktown, thence running generally easterly through
41 or near the hamlets of Yorktown Heights, Amawalk, Whitehall Corners,
42 Katonah and Cross River to the New York-Connecticut state line near the
43 hamlet of Mill River; beginning at state highway one thousand two
44 hundred seven in the village of Croton-on-Hudson, thence running gener-
45 ally northeasterly north of the Croton reservoir to state highway nine
46 thousand twenty-four at Pine bridge; beginning at state highway five
47 thousand four hundred eighty-two in the village of Ossining, thence
48 running generally northeasterly to state highway four hundred five north
49 of the hamlet of Millwood; beginning at a point on state highway nine
50 thousand two hundred fifty-five in the village of Ossining, thence
51 running generally northeasterly to state highway one hundred forty-three
52 west of the hamlet of Millwood; beginning at a point on state highway
53 one hundred forty-three in or near the hamlet of Millwood, thence
54 running generally northeasterly to state highway nine thousand two
55 hundred fifty-eight in the village of Mount Kisco; beginning at a point
56 on state highway nine thousand two hundred six in the village of [North

1 ~~Tarrytown~~] Sleepy Hollow, thence running generally northeasterly through
2 or near the hamlet of Pocantico Hills, the villages of Pleasantville and
3 Mount Kisco and the hamlet of Bedford Hills to a point on state highway
4 nine hundred in or near the hamlet of Katonah; beginning at a point on
5 state highway fifty-one in the hamlet of Bedford Village, thence running
6 generally northerly through or near the hamlets of Cross River and North
7 Salem to the Putnam-Westchester county line; beginning at the north end
8 of state highway one thousand three hundred twenty-four south of the
9 hamlet of Somers, thence running generally southerly and easterly to
10 state highway one hundred fifty near the hamlet of Turk Hill; beginning
11 at the New York-Connecticut state line in or near the hamlet of Vista,
12 thence running generally northerly to a point on state highway eight
13 hundred ninety-nine in or near the hamlet of Mill River; beginning at
14 the New York-Connecticut state line south of the hamlet of Pound Ridge,
15 thence running generally northwesterly through or near the hamlet of
16 Pound Ridge to a point on state highway one hundred forty-four at or
17 near the hamlet of Williams Corners; beginning at a point on state high-
18 way seven hundred seventy-five in or near the hamlet of Somers, thence
19 running generally easterly to a point on state highway five thousand
20 four hundred sixty-four in or near the hamlet of Purdys; beginning at a
21 point on state highway five thousand four hundred sixty-four in or near
22 the hamlet of Purdys, thence running generally easterly to a point on
23 state highway one hundred fifty-one south of the hamlet of North Salem;
24 beginning at a point on state highway nine thousand two hundred six in
25 the village of Tarrytown, thence running generally easterly through or
26 near the village of Elmsford to the western city line of White Plains;
27 beginning at state highway five thousand two hundred twenty-six at the
28 interstate route connection five hundred twenty, thence running general-
29 ly southeasterly to a point on state highway five thousand six hundred
30 sixty-two in or near the village of Port Chester; beginning at a point
31 on the city line of Rye at or near Purchase street, thence running
32 generally northerly crossing interstate route connection five hundred
33 twenty and continuing through or near the hamlets of Purchase and Chap-
34 paqua to a point on state highway five hundred eighty-seven east of the
35 hamlet of Millwood; beginning at the southern end of state highway one
36 thousand three hundred seventy, thence running generally northerly
37 through or near the village of Elmsford to a point on state highway five
38 thousand five hundred seventy-one; beginning at a point on state highway
39 eighteen south of Elmsford, thence running generally easterly to state
40 highway five hundred three west of the city of White Plains; beginning
41 at a point on state highway five thousand three hundred seventy-two,
42 thence running generally northerly through or near the village of Scars-
43 dale to the southwestern city line of White Plains; beginning at a point
44 on state highway five thousand three hundred seventy-six north of the
45 village of Mamaroneck, thence running generally northerly to the south-
46 eastern city line of White Plains; beginning at a point on state highway
47 five thousand six hundred sixty-two in or near the village of Port Ches-
48 ter, thence running generally northwesterly to the New York-Connecticut
49 state line; beginning at the New York-Connecticut state line, thence
50 running generally northerly to the New York-Connecticut state line south
51 of the Westchester county airport; beginning at a point on state highway
52 thirty-five near the hamlet of Armonk, thence running generally norther-
53 ly to a point on state highway eight hundred sixty-five in or near the
54 village of Mount Kisco; beginning at a point on state highway seven
55 hundred sixty-nine in or near the hamlet of Amawalk, thence running
56 generally northerly to the Putnam-Westchester county line; beginning on

1 state highway one thousand three hundred six in or near the hamlet of
2 Pound Ridge, thence running generally northerly to a point on state
3 highway eight hundred ninety-nine east of the hamlet of Cross River;
4 beginning on state highway fifty-two in or near the hamlet of Hawthorne,
5 thence running generally northeasterly to a point on state highway nine
6 thousand two hundred fifty-four in or near the village of Pleasantville;
7 beginning at the New York City-Westchester county line in or near the
8 village of Pelham Manor, thence running generally northeasterly to the
9 southern city line of New Rochelle; beginning at the northern city line
10 of New Rochelle, thence running generally northeasterly through or near
11 the villages of Larchmont and Mamaroneck to the southern city line of
12 Rye; beginning at the northern city line of Rye, thence running general-
13 ly northeasterly through the village of Port Chester to the New York-
14 Connecticut state line; beginning at an interchange with a proposed
15 expressway running generally parallel to the east shore of the Hudson
16 river, thence running generally easterly to an interchange with state
17 highway nine thousand two hundred six or state highway eight thousand
18 four hundred fifty-seven, as determined by the commissioner thence
19 generally easterly and northeasterly crossing Gory Brook road at a point
20 approximately 0.85 mile south of the intersection of Gory Brook road and
21 Sleepy Hollow road and crossing Sleepy Hollow road at a point approxi-
22 mately 0.25 mile northeasterly of the intersection of Old Sleepy Hollow
23 road and Sleepy Hollow road, thence generally northeasterly crossing Old
24 Sleepy Hollow road at a point approximately 0.75 mile northeasterly of
25 the intersection of Old Sleepy Hollow road and Sleepy Hollow road to a
26 point at or near the junction of state highways five hundred twenty,
27 fifty-two, and fifty-three, as determined by the commissioner; beginning
28 at a point on state highway fifty-two in the vicinity of the hamlet of
29 Hawthorne as determined by the commissioner, thence running generally
30 northwesterly and northerly on or along the abandoned right of way of
31 the Penn Central railroad, Putnam division, to the Putnam-Westchester
32 county line; beginning at a point on interstate route connection five
33 hundred twenty or interstate route connection five hundred one, known as
34 the New England thruway, as determined by the commissioner, thence
35 running generally southeasterly to a connection with the proposed bridge
36 connecting Westchester and Nassau counties, including connections with
37 existing highways. Notwithstanding the provisions of any local, general
38 or special law, the aforementioned highway or portions thereof may be
39 built with control of access as determined by the commissioner; begin-
40 ning at a point on the northeastern city line of Peekskill, thence
41 running generally easterly on or along Bear Mountain State parkway to a
42 point on or near state highway three hundred thirty-one west of the
43 hamlet of Crompond, thence continuing easterly on or along the Bear
44 Mountain State parkway right of way and on or along the Bear Mountain
45 State parkway to a connection with the Taconic State parkway, thence
46 continuing on new location generally southeasterly to a point on state
47 highway three hundred thirty-two as determined by the commissioner;
48 beginning at a point on the western city line of New Rochelle, to be
49 determined by the commissioner, thence running northwesterly through
50 Huguenot Woods in the town of Eastchester to another point on the west-
51 ern city line of New Rochelle to be determined by the commissioner;
52 beginning at a point on state highway nine thousand two hundred forty-
53 five, to be determined by the commissioner, thence running southwesterly
54 on an abandoned railroad right of way to a point on the eastern city
55 line of New Rochelle, to be determined by the commissioner, south of
56 Wilmot road, including connections to Wilmot road, Weaver street and

1 Palmer road; beginning at a point on state highway nine thousand two
2 hundred forty-five, as determined by the commissioner, thence running
3 generally northeasterly to a point on the western city line of White
4 Plains east of Old Mamaroneck road; beginning at the northwestern city
5 line of White Plains west of the Bronx River parkway, thence running
6 generally northwesterly to a point on state highway five hundred three
7 as determined by the commissioner; beginning at a point on the northern
8 city line of Rye in the vicinity of Midland avenue, thence running
9 generally northeasterly to a point on state highway five thousand six
10 hundred sixty-two in the vicinity of Westchester avenue, including a
11 connection via Purdy avenue to state highway five thousand seven hundred
12 nineteen; beginning at the northern city line of Mount Vernon, east of
13 the Cross County parkway, thence running generally northeasterly to a
14 point, to be determined by the commissioner, on the western city line of
15 New Rochelle; beginning at a point, to be determined by the commissioner,
16 on the eastern city line of Peekskill in the vicinity of McGregory
17 brook, thence running generally southeasterly on new location to a point
18 on state highway three hundred thirty-one west of the intersection of
19 the Bear Mountain State parkway with state highway three hundred thirty-one;
20 beginning at an intersection with state highway five thousand
21 six hundred sixty-two, thence running generally westerly along Putnam
22 avenue to state highway nine thousand two hundred fifty-six, all in the
23 village of Port Chester, as determined by the commissioner; beginning at
24 a point on state highway three hundred thirty-two, in or near the hamlet
25 of Yorktown, thence running generally northerly to a point on state
26 highway one thousand three hundred nine in or near the hamlet of Shrub
27 Oak; beginning at a point on state highway four hundred five, thence
28 running generally northerly to a point on state highway one hundred
29 forty-nine; beginning at a point on state highway eight hundred sixty-
30 five in or near the village of Mount Kisco, thence running generally
31 easterly to a point on state highway five thousand one hundred forty-
32 six; beginning at the southern end of state highway fifty-two, thence
33 running generally easterly to a point on state highway one thousand five
34 hundred seventy; beginning at a point on state highway one thousand
35 three hundred twenty-four, thence running generally northerly to a point
36 on state highway two hundred sixty-one; beginning at a point on state
37 highway one thousand three hundred nine, thence running generally north-
38 erly to the Putnam-Westchester county line; beginning at the eastern
39 boundary of Mohansic Park, thence running generally easterly to a point
40 on state highway three hundred thirty-two in or near the hamlet of York-
41 town Heights; beginning at a point on state highway one thousand eight
42 hundred fifty northwest of the city of Peekskill, thence running gener-
43 ally northwesterly to the eastern approach of the Bear Mountain bridge;
44 beginning at the eastern approach of the Bear Mountain bridge, thence
45 running generally northerly to the Putnam-Westchester county line;
46 beginning at the New York-Connecticut state line in the vicinity of
47 Banksville, thence running generally northerly to state highway five
48 thousand three east of the hamlet of Armonk; beginning in the vicinity
49 of the hamlet of North Salem on state highway one hundred fifty-one,
50 thence running generally easterly to the New York-Connecticut state
51 line; beginning at a point on interstate route five hundred two east of
52 the hamlet of Katonah, thence running northeasterly to state highway
53 five thousand two hundred ninety-eight-A; beginning at a point on state
54 highway five thousand three hundred sixty-four-A, in or near the village
55 of Briarcliff Manor, thence running generally northeasterly to a point
56 on state highway one thousand nine hundred twenty-two; beginning at a

1 point on state highway one thousand nine hundred twenty-five, thence
2 running generally northerly and northwesterly near Spitzenberg Hill in
3 the Blue Mountain reservation to the city of Peekskill; beginning at
4 state highway eight hundred ninety-nine, thence running generally north-
5 erly to a point on state highway one hundred fifty-one; beginning at a
6 point on state highway seven hundred seventy thence running generally
7 northeasterly to a point on state highway one hundred fifty-one; begin-
8 ning in the vicinity of Croton dam on state highway one thousand eight
9 hundred one, thence running generally easterly to a point on state high-
10 way one thousand eight hundred eighty-six to the south of Croton reser-
11 voir; beginning at a point on state highway one thousand nine hundred
12 twenty-two, thence running generally northerly to a point on a state
13 highway on the south side of the Croton reservoir; beginning at a point
14 on state highway seven hundred sixty-eight in the vicinity of the hamlet
15 of Kitchawan, thence running generally northerly to a point on a state
16 highway on the south side of the Croton reservoir; beginning at a point
17 on state highway one thousand eight hundred eighty-six in the vicinity
18 of Huntersville bridge, thence running generally northerly, east and
19 north of the city of Peekskill, to a point on state highway five thou-
20 sand three hundred sixty-three; beginning at a point on state highway
21 one thousand three hundred six west of the hamlet of Pound Ridge, thence
22 running generally northerly to a point on state highway eight thousand
23 two hundred forty-three north of the hamlet of Pound Ridge; Ridgefield
24 avenue, beginning at a point on state highway eight thousand two hundred
25 forty-three southwest of the hamlet of South Salem, thence running
26 generally northeasterly to state highway eight hundred ninety-nine;
27 beginning at a point on a state highway in or near the hamlet of
28 Bedford, thence running generally easterly to a point on state highway
29 one thousand three hundred six in or near the hamlet of Pound Ridge.
30 § 4. This act shall take effect immediately.