

# STATE OF NEW YORK

9876

## IN ASSEMBLY

February 15, 2018

Introduced by M. of A. ABINANTI -- read once and referred to the Committee on Housing

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:

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

4 TITLE 49

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

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

8 § 452. ~~[North Tarrytown]~~ Sleepy Hollow Housing Authority. A municipal  
9 housing authority to be known as the ~~[North Tarrytown]~~ Sleepy Hollow  
10 Housing Authority, is hereby created and established for the village of  
11 ~~[North Tarrytown]~~ Sleepy Hollow in the county of Westchester, for the  
12 accomplishment of any or all of the purposes specified in article eight-  
13 teen of the constitution of the state of New York. It shall constitute a  
14 body corporate and politic, be perpetual in duration and consist of five  
15 members. It shall have the powers and duties now or hereafter conferred  
16 by this chapter upon municipal housing authorities. It shall be organ-  
17 ized in the manner prescribed by and subject to the provisions of this  
18 chapter, and the authority, its members, officers and employees and its  
19 operations and activities shall in all respects be governed by the  
20 provisions of this chapter.

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

24 1. Beginning at the northern city line of Yonkers, thence running  
25 generally northerly in or near the villages of Hastings-on-Hudson,  
26 Tarrytown, Briarcliff Manor, Ossining and Croton-on-Hudson, thence east  
27 of the hamlet of Montrose and the village of Buchanan into the city of

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

LBD14108-01-8

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

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

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

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

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