

The Flower Hill Historic Trail



Roslyn Route Guidebook

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This guidebook provides a description and brief history for each location on the Roslyn Route of the Flower Hill Historic Trail. All of the locations are listed in the order of their stop numbers, starting with Sunnyvale Road and ending with the George Washington Denton House. See map for more details.

1. **Sunnyvale Road:** According to early plat maps for the sixth section of Flower Hill Estates, Sunnyvale Road was originally planned to be called Bridle Path or Fairway when Alrad Realty was developing the area in the 1950s. The name Bridle Path is included as a parenthetical reference on Sunnyvale Road's tax maps. It is unknown why the name was changed to Sunnyvale Road.
2. **Humus Area:** The eighteen-acre Heritage Hills at Flower Hill subdivision was the location of an infamous humus bog, discovered by Walter Uhl when developing the Flower Hill Estates subdivision. This area was commonly referred to by Flower Hill's officials and the press as "The Humus Area" and "The Humus Bog" for this reason.

The humus in this area hindered any development in this area for many years, and it was finally developed in the 1970s by Holiday Park Industries.

3. **Woodland Court:** According to early plat maps for the Mashady Estates subdivision, Woodland Court was originally supposed to be called Mashady Court; the subdivision was developed by the Mashady Development Corporation and was constructed over the former Roslyn–Flower Hill Elementary School. The name was changed to Woodland Court at some point during the planning process for the subdivision. It is unknown why the name was changed.

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4. **Old School Green:** This traffic island is located approximately where the Roslyn-Flower Hill Elementary School's field was located. The Roslyn Union Free School District purchased the property in the late 1940s, and the school was opened on January 12, 1951. The Roslyn Union Free School District purchased the property in the late 1940s, and the school was opened on January 12, 1951.

The school was designed by the Manhattan-based firm of Moore & Hutchins, and was built as part of the same project as East Hills Elementary School and the former Highland Elementary School. The Flower Hill School and the Highland School were notable for their small design, which was designed to make the home-to-school transition easier for little kids.

The school served local children between kindergarten and the third grade, and operated until the early 1980s, when it was closed due to declining enrollment numbers. Following its closure, the Mashady Development Corporation subdivided the property and constructed eight new homes in its place.

5. **Woodland Road:** The name of Woodland Road likely reflects the fact that this portion of Flower Hill was historically a wooded area.
6. **Ridge Drive East Cul-De-Sac:** This cul-de-sac was the original terminus of Ridge Drive East prior to the construction of Woodland Road and the Wildwood at Flower Hill subdivision.
7. **Sand Miner's Overlook:** From this location at the top of this hill, the Long Island Sound and Westchester County are visible.

The name of this scenic overlook reflects the famous sand mining operations which took place in the area throughout much of the 20th Century.

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Additionally, parts of what are now modern-day Woodland Road and the Wildwood at Flower Hill subdivision were once owned by Colonial Sand & Gravel.

Furthermore, this hill overlooks the areas once used for sand mining operations; much of which is now the Harbor Park Planned Industrial Park.

8. **Hearst's Overlook:** This scenic overlook, which is located on Fernwood Lane between Woodland Road and the cul-de-sac slightly downhill, provides a spectacular view of Hempstead Harbor, Roslyn, Roslyn Harbor, and East Hills – especially during the Winter months. John Randolph Hearst, the son of William, once owned this portion of Flower Hill.

The Hearsts would sell this land in the 1950s to the Greenway Construction Corporation, which would redevelop the area as the Roslyn Hills subdivision.

9. **Fernwood Lane:** According to early plat maps for the Roslyn Hills subdivision, Fernwood Lane was to be called Edith Lane. This is likely due to the fact that the wife of George L. Bailey, the subdivision's developer, was named Edith. The name was changed at some point during the planning process for the subdivision. It is unknown why the name was changed to Fernwood Lane.

10. **Anderson/Hearst Farmhouse:** This farmhouse was once part of Henry H. Anderson's estate. In 1946, Anderson's estate would be sold to John Randolph Hearst, the son of William. John Randolph Hearst and his wife, Fanne Wade Hearst owned the estate for a few years before selling it to the Greenway Construction Corporation.

Today, this home is a private residence, and is one of the only remnants of the former estate – along with its barn-turned-garage.

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11. **Ridge Drive East:** The name of Ridge Drive East reflects the fact that the subdivision name is Broadridge at Flower Hill, and is the easternmost of the Ridge Drives within the Broadridge subdivision.

12. **Center Drive Southern Extension:** In the early days of the Broadridge subdivision, Sycamore Drive used to extend approximately 200 feet to the southeast between Ridge Drive East and what is now Northern Boulevard, and was eliminated due to the poor grade of the land. This segment of Center Drive was constructed circa 1950 in order to connect with Mineola Avenue's northern extension to the newer Northern Boulevard and replace the aforementioned section of Sycamore Drive.

The hearing for the abandonment and replacement took place at Village Hall on December 14, 1949.

At the time this was being done, Mineola Avenue was in the process of being extended northwards from what is now Old Northern Boulevard to the newer route.

13. **Old Mott Barn Site:** This was the approximate site of an old barn, which was once part of the Mott family's farm.

14. **Center Drive:** The name of Center Drive reflects how the street traverses the center of the Broadridge at Flower Hill subdivision.

There were once plans to extend Center Drive to Woodland Road and into what is now Birchdale Lane; these plans were never implemented for various reasons.

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The portion of Center Drive between Ridge Drive East and Northern Boulevard was built as a replacement for the Sycamore Drive entrance following the completion of the original part of Center Drive.

15. **Roslyn–Flower Hill Elementary School Sign & Fence:** This very location was originally the site of the entrance to the parking lot for the Roslyn–Flower Hill Elementary School.

Although the school, its playground, its field, and its parking lot were all dismantled following its closure, the fence at the northern part of the curve in the roadway is a remnant of the school, and continues to hold an old sign, which states how the walking of dogs on school property is prohibited.

16. **Middle Neck Road:** Middle Neck Road was originally a continuous route designation between Northern Boulevard and the tip of Sands Point, and its name reflects how the road crosses the middle of the Cow Neck Peninsula.

The North Shore Line of the New York & North Shore Traction Company ran along Middle Neck Road from Northern Boulevard to what is now Main Street in Port Washington.

17. **Warren Moss Green:** Warren Moss was a former President of the Rolling Wood Civic Association. Moss was very devoted to this role and was a constant advocate for the Rolling Wood subdivision. He was one of the key figures in changing the former traffic triangle at this location into this traffic circle, which took place in the 1960s.

18. **Howard Fein Green:** Howard Fein was a former President of the Rolling Wood Civic Association. Fein was very devoted to this role and was a constant advocate for the Rolling Wood subdivision.

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19. **George Bryant Green:** George Edison Bryant served as the Superintendent of the Roslyn Union Free School District for many years and lived on Bayberry Ridge. He served as Roslyn's Superintendent of Schools when the district purchased the land for the Roslyn–Flower Hill Elementary School in 1948 and when the school was ultimately opened in 1951.

In addition to serving as the Superintendent of the Roslyn School District, Bryant also served as a Village Trustee and as the Director of the Flower Hill Association.

20. **Guggenheim Green:** The name of this traffic island reflects the fact that Edmund A. Guggenheim owned this very land before it was sold to developers.

21. **Ridge Drive West:** The name of Ridge Drive West reflects the fact that the subdivision name is Broadridge at Flower Hill, and is the westernmost of the Ridge Drives within the Broadridge subdivision.

22. **Desmond Gallagher Green:** Staff Sergeant Desmond A. Gallagher was a hero of the United States Air Force during the Second World War and received a Purple Heart for his service and heroism. He resided down the road from this park.

23. **Trolley Junction:** This intersection marks the location where the North Shore and Flushing branches of the New York and North Shore Traction Company.

24. **Roslyn Trolley Yard:** The location of the former Roslyn Trolley Barn for the New York and North Shore Traction Company.

It is believed that the Flower Hill Auto Body garage is the former trolley shed.

25. **Trolley Substation:** This was the approximate site of an electrical substation for the New York & North Shore Traction Company was formerly located.

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26. **Landmark Diner:** The Landmark Diner has been operating since the 1960s, and was originally located two lots to the east (where Roche Bobois is now located).

In 2009, this replacement building opened, and the Landmark Diner became the first prefabricated double-decker diner in the United States of America.

27. **Old Mott Farm Shed Site:** This was the approximate site of an old farm shed, which was once part of the Mott farm.

28. **Old Mott Farmhouse Site:** This was the approximate site of an old farmhouse, which was once part of the Mott farm.

29. **Eastman Carriage House:** This home, which is designated as a landmark by the Roslyn Landmark Society, was originally constructed as the carriage house for the George Eastman Cottage located just south of this home.

30. **George Washington Denton House:** This home was built sometime between 1873 and 1875, and was one of four Roslyn area places of interest to be mentioned in a Long Island Rail Road guidebook in 1877.

The George Washington Denton House is designated as a landmark by the Roslyn Landmark Society, is a Village of Flower Hill Historical Site, and was listed on the National Register of Historic Places on August 29, 1985.