Community Area #49
Roseland

Population: 56,493
Number of Structures: 13,748
Avg. Date of Construction: 1933

Significant Structures: 74

Source: 1990 Census, Harris File, CHRS

(Dots show approximate, rather than specific, locations of significant structures.)
Copyright 1996, City of Chicago, Department of Planning and Development
Community Area # 49

Roseland

Roseland takes its name from the truck farmers who first settled the area in the mid-19th century, growing flowers as well as produce and offering an annual display of red roses. The far South Side community was originally swamp, traversed by Thornton Road (now Michigan Avenue). Dutch farmers settled near the road, between 103rd and 11th Streets, after 1848. In 1852 the Illinois Central railroad was built along the eastern edge of the community, and the Rock Island soon crossed the northeastern boundary. The settlement was named Hope in 1861, but inhabitants changed the name to Roseland in the 1870s to recognize the flower festival. Virtually no buildings remain from this early period of predominantly agricultural settlement. One that does is the 1869 residence at 10057 S. Michigan.

The 1880s marked the transition of Roseland from a farming village to an urban community. Seven major railroads came through the community in the 1880s, and the establishment of Pullman to the east brought industry and an influx of population. New residences were built along the Chicago and Western Indiana railroad line, running north-south along S. Stewart, and in the heart of the community on S. Michigan Avenue. An Italianate-style house at 11452 S. Indiana is representative of this stage of neighborhood development.

In 1889, Roseland was annexed to Chicago. Several churches were built in the growing multi-ethnic community, including First Reform Church of Roseland (now Lilydale Progressive Missionary Baptist Church) at 107th and Michigan (1887), St.
Nicholas (now Cathedral of Faith Missionary Baptist Church) at 11324 S. State (1896; William Brinkmann) and Holy Rosary Church at 113th and King Drive, designed in a Romanesque style by Pullman architect Solon Beman and built on Pullman-owned land in 1890. Despite the construction of Illinois Central railroad shops in northeastern Roseland in the 1890s, it retained a rural character as evinced by the cottage built at 11334 S. Edbrooke in the 1890s.

Residential growth within Roseland was limited by wide-spread land ownership by railroads, but the commercial district on Michigan Avenue between 103rd and 115th streets blossomed at the turn of the century. Buildings like those at 11254 and 11314 S. Michigan date from the 1890s and are typical neighborhood store buildings with residences above. 11015 S. Michigan utilized Gothic Revival accents for its shops and flats, while the Renaissance Revival inspired early 20th century buildings such as 11405 S. Michigan (1908) and 11322 S. M. L. King Drive (1916).

In addition, an important public amenity, Palmer Park, was created in 1904 between 11th and 113th streets, from Indiana Avenue to King Drive. It was designed by the Olmsted Brothers landscape architecture firm, with a fieldhouse by D.H. Burnham & Co.

The 1920s building boom transformed Roseland into a mature residential community as new brick bungalows and multi-family residences were built on remaining vacant parcels. Prominent buildings from the period include the State Theater at 11016 S. Michigan and the Art Deco-style apartment building at 10411 S. Rhodes (1929).

Real estate development after World War II filled out the northern section of Roseland. A major institutional anchor for the community was created in the 1970s with the creation of the Chicago State University campus at 95th and M.L. King Drive.

The focus of the Chicago Historic Resources Survey was on buildings erected prior to 1940. Buildings and developments erected after that date generally are not included in the inventory.
Community Area #49
Roseland

1133 S. Lowe Av.

Surveys information for this community area was accurate at the time it was first surveyed in 1983. For an explanation of column headings, see page III-1.

III - 355