

MONUMENTAL MAINTENANCE

: an archipelago of care

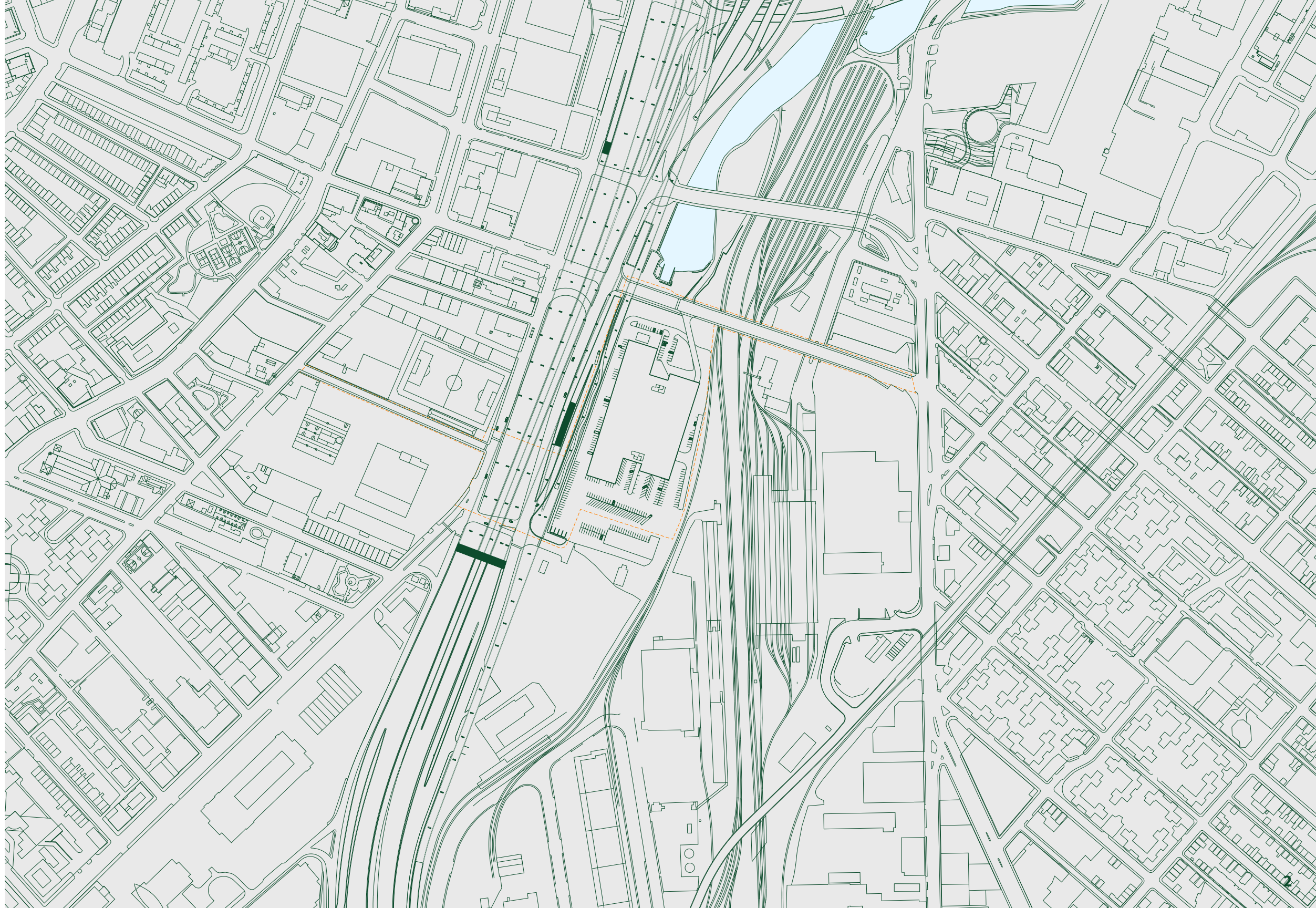
Monumental Maintenance presents a new “maintenance district” for the city of Boston in the form of an archipelago of monuments – small and large – for the communities past and present who take care of our environments and the materials that make it possible. The focal point of this new district is the existing Boston Public Works (BPW) facility, which is located in a challenging site. The BPW site is flanked to the west by I-93 overpasses and to the east by rail lines that have together made the BPW site an inaccessible “island.” Ironically, that which the BPW helps maintain and keeps running smoothly also isolates it from the rest of the city.

To help integrate the current BPW “island,” the new district operationalizes a series of recreational installations, educational monuments, green spaces, and public amenities by scattering them across the site forming an “archipelago of care.” Three educational monuments called “The Pudding,” “The Post,” and “The Cone” help educate visitors on the immense labor BPW provides to the public. The Pudding features a 260-ton chunk of local Roxbury Puddingstone (Massachusetts’ state rock). Its weight is symbolic of the 260,000 tons of solid waste that BPW collects annually (1000 times the weight of the stone). Its material is symbolic of the bedrock of the city and commemorates millennia

of land stewards in the region. The Post features a series of illuminated metal posts that ascend up and over I-93 and commemorates the 68,055 street lights BPW maintains. The posts form a playground at grade underneath I-93. The Cone – shaped like the iconic traffic marker – offers the public a viewing tower to look out over ongoing BPW projects and the 802 miles of roadways BPW maintains.

In addition to the educational monuments, the primary objective of the project is to provide safe, accessible passage across the site along with new public amenities. A ramp connects east and west cutting underneath Frontage Road for bikers and pedestrians. Public restrooms, new vegetation, new bus stops, a playground, and an outdoor performance space for screening movies or hosting events activate the underside of I-93. Finally, the BPW facility is given a upgraded look with a new roof/cladding system that provides facility storage on one side and a public market on the other along the South Bay Harbor Trail. Overall, the new district – featuring elements in hi-vis orange, green, and yellow and motifs/shapes of maintenance – make the BPW site an iconic new destination for the city of Boston and renders essential maintenance work visible to the public.





**Existing Site Plan:
a BPW island**

The current organization of the BPW facility and surrounding area lacks pedestrian/recreational activity due to heavy traffic and imposing infrastructure. The BPW site is flanked to the west by I-93 overpasses and to the east by rail lines that together make the BPW site into an inaccessible island. Ironically, that which the BPW helps maintain and keeps running smoothly also isolates it from the rest of the city and Boston communities. To bridge the gap between BPW and the surrounding neighborhoods, an "archipelago of care" is proposed to invite visitors in and help them hop, skip, wander easily across the site from east to west and north to south...

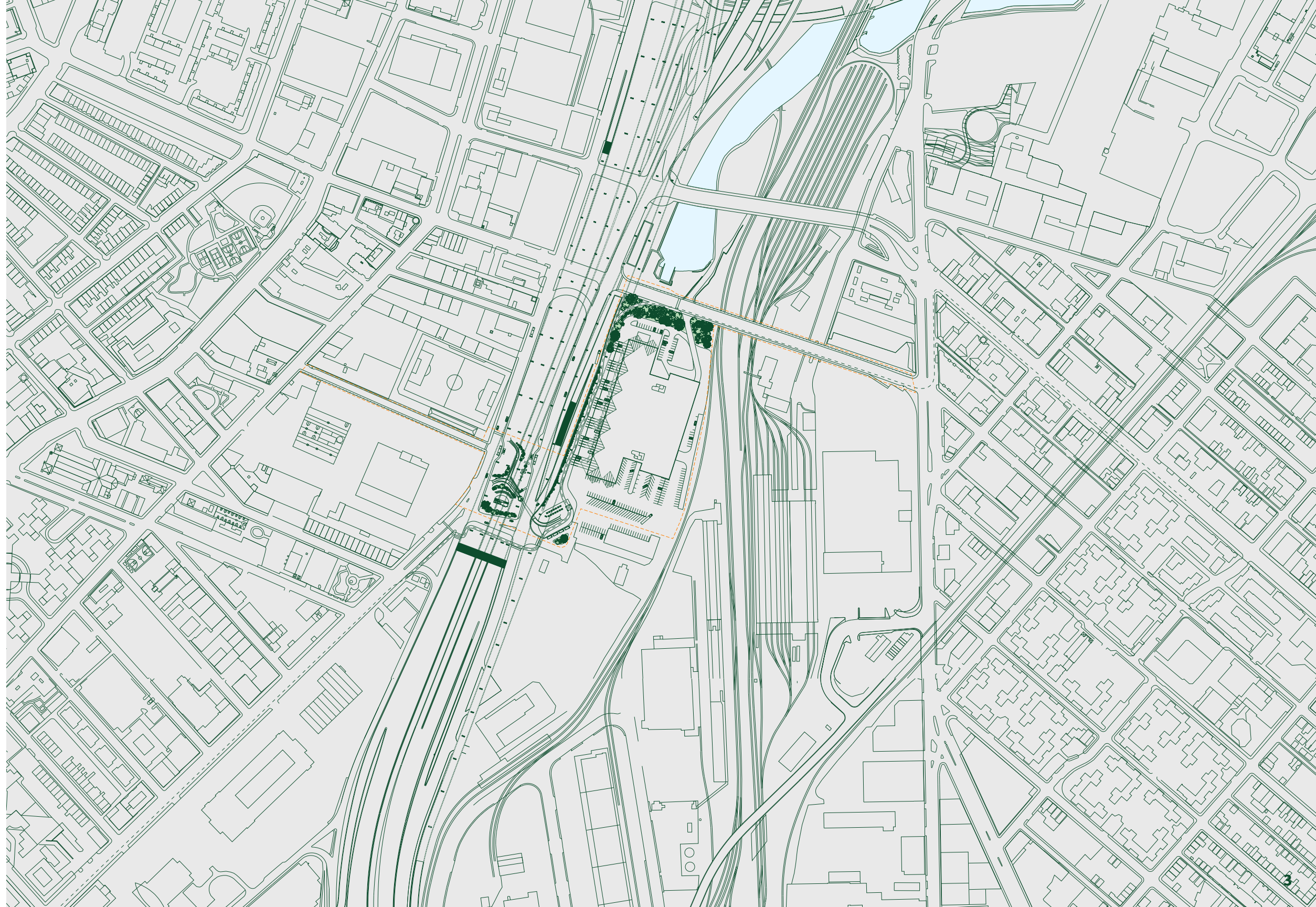
Proposed Site Plan: a BPW archipelago

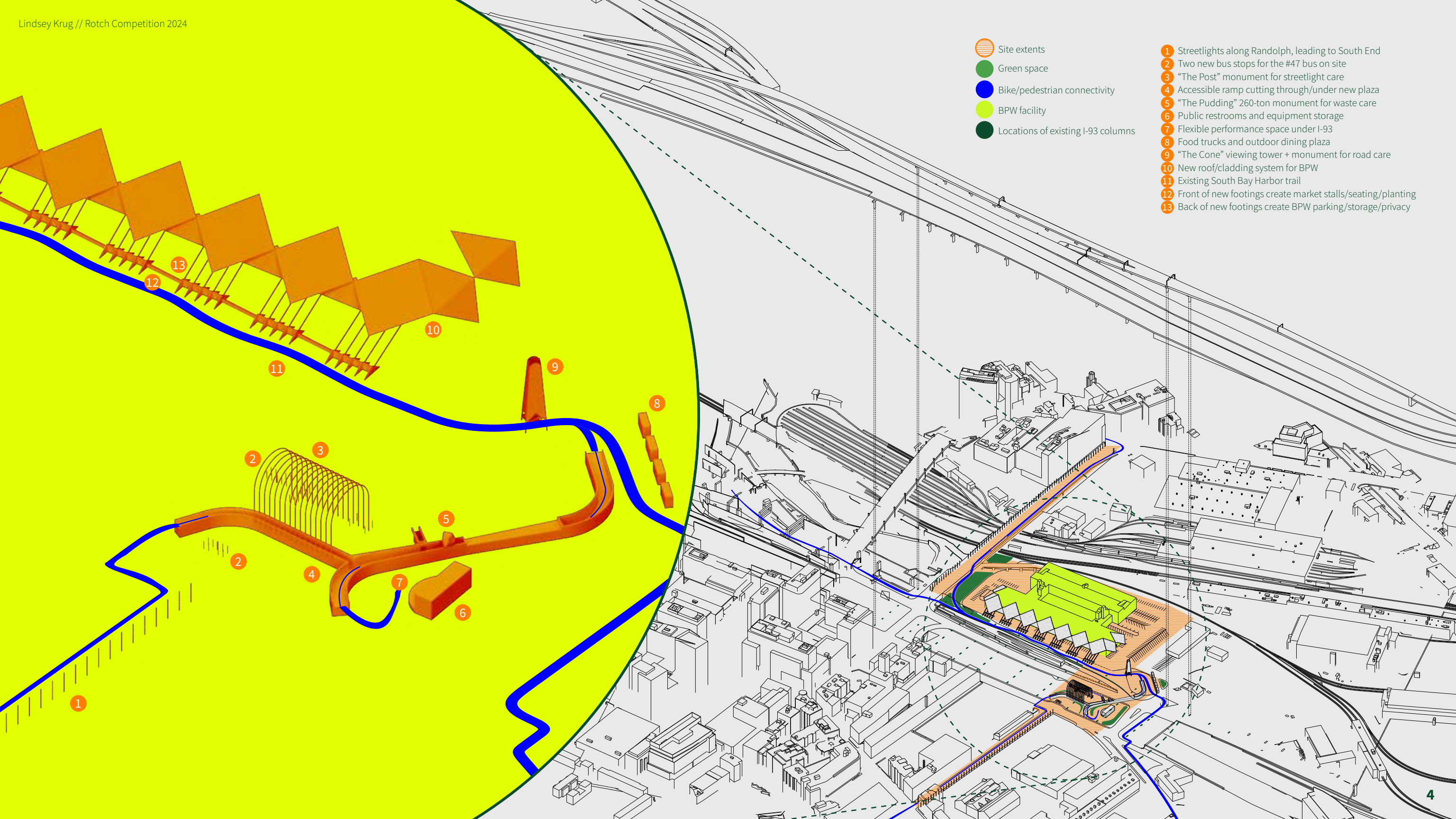
Bridging from the South End to the west to Southie to the east, a brand new "Maintenance District" is proposed to help integrate the current BPW "island." The new district operationalizes a series of recreational installations, educational monuments, green spaces, and public amenities large and small by scattering them across the site forming an "archipelago of care" with the new and improved BPW facility as its focal point.

At each far corner of the site -- at the corners of Harrison Avenue and Randolph Street (far west) and Fourth Street and Dorchester Avenue (far east) -- a new gateway to the district is erected to welcome visitors. Similar to how many other city districts are made legible with some kind of gateway, the new Maintenance District features tall, playful posts painted with orange and white stripes, pulling from but re-contextualizing the recognizable graphics of maintenance labor. From each gateway, a series of bright orange street lights align Randolph Street and Fourth Street guiding people into the main part of the district.

Two main plazas, one underneath the I-93 overpass and one at the south edge of the current BPW facility, feature new public architectures and areas for recreation including a new accessible ramp that connects the site underneath Frontage Road, an outdoor performance venue, public restrooms, a playground, a monument and viewing tower, stalls for food trucks and outdoor dining, and area for a pop-up market along the current South Bay Harbor Trail.

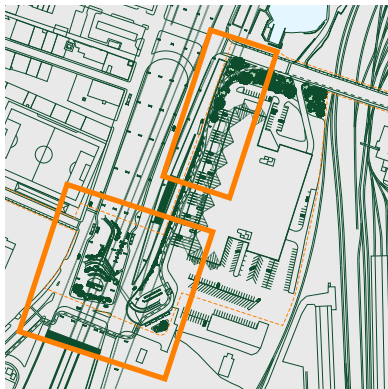
Finally, a new facade/roof cladding system is designed for minimum interruption and material use but maximum effect to improve the appearance of the BPW facility. Pulling from the motif of maintenance signage, the diamond shape is used to create a series of angled roofs. These provide shade for areas of the BPW lot as well as touch down next to the South Bay Harbor Trail creating stalls for a pop-up market as well as areas to sit and rest.





- Site extents
- Green space
- Bike/pedestrian connectivity
- BPW facility
- Locations of existing I-93 columns

- 1 Streetlights along Randolph, leading to South End
- 2 Two new bus stops for the #47 bus on site
- 3 "The Post" monument for streetlight care
- 4 Accessible ramp cutting through/under new plaza
- 5 "The Pudding" 260-ton monument for waste care
- 6 Public restrooms and equipment storage
- 7 Flexible performance space under I-93
- 8 Food trucks and outdoor dining plaza
- 9 "The Cone" viewing tower + monument for road care
- 10 New roof/cladding system for BPW
- 11 Existing South Bay Harbor trail
- 12 Front of new footings create market stalls/seating/planting
- 13 Back of new footings create BPW parking/storage/privacy



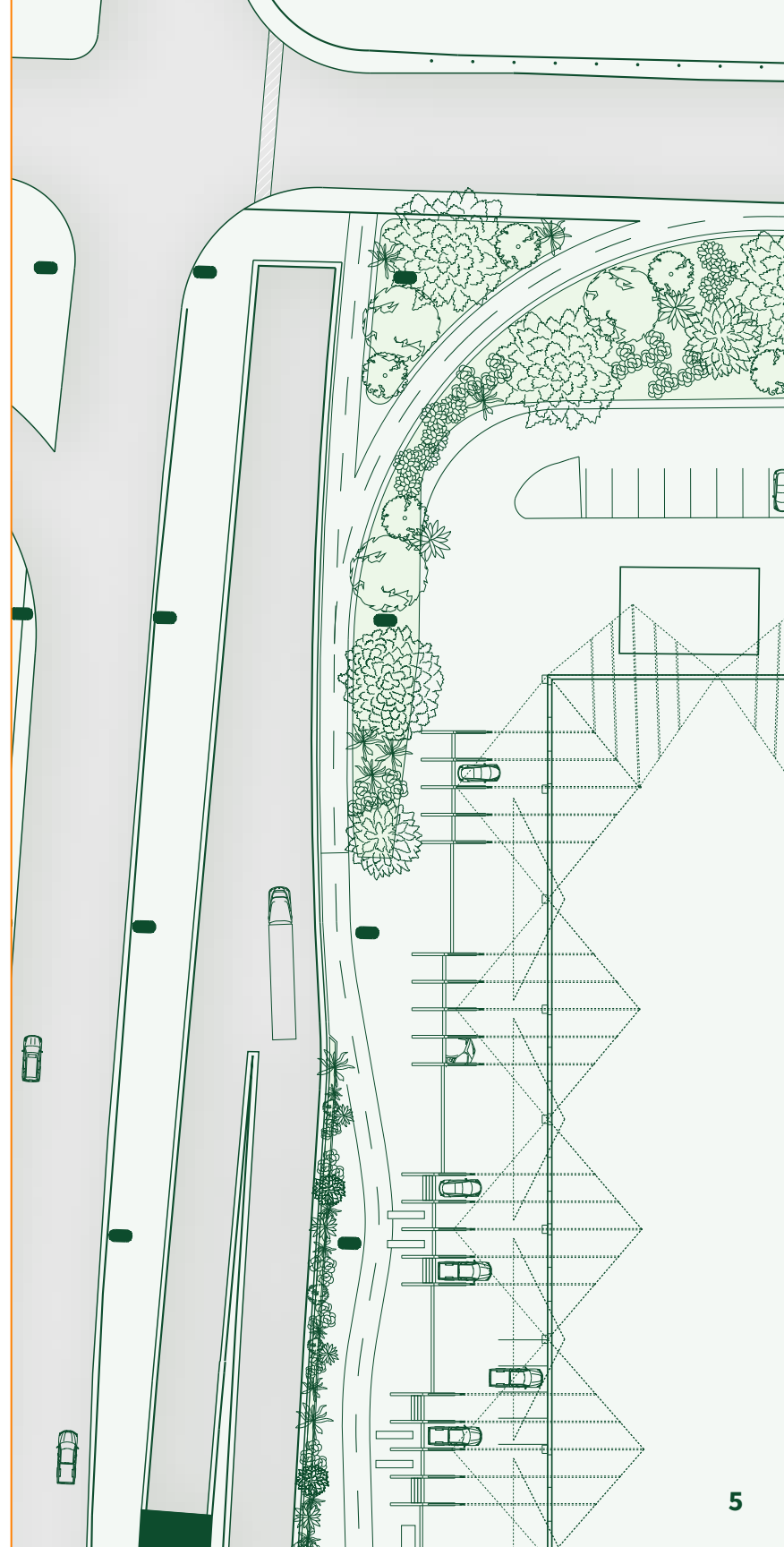
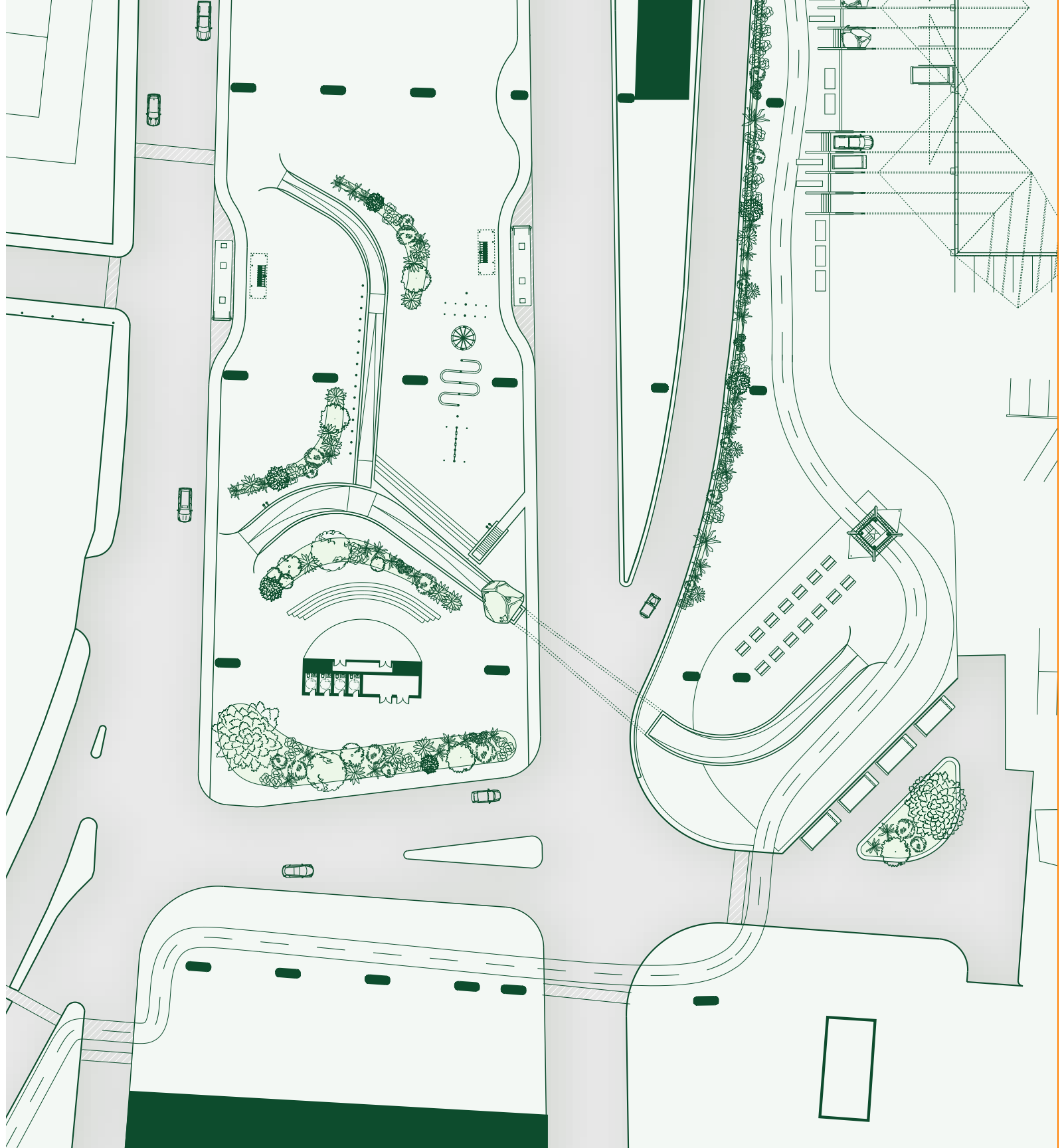
Plan call-out locations

Detailed Plans

Detailed plans show two zones of emphasis within the overall site.

On the left, the two main plazas of the proposal are shown. The area underneath I-93 is activated and given buffer from the surrounding traffic with low maintenance planting strategies. Gentle ramps allow easy connection from Randolph Street/ the South End to the BPW site and vice versa. Public restrooms, a playground, and a performance venue are sited under the overpass. Additionally, the #47 bus stops in both directions are relocated to the plaza to further activate the site and provide ease of access. In the east plaza, a viewing tower allows visitors to ascend up and overlook ongoing BPW projects and all the infrastructure they help maintain. An area for food trucks and outdoor dining is also here so BPW workers and visitors alike can gather for lunch.

On the right, the new cladding system for the BPW facility is shown along with the triangular concrete footing system. On the public side, this creates areas for seating, planting, and a public market. On the BPW side, this replaces and formalizes parking and storage for raw materials like sand and gravel while providing a better privacy shield than the current chain-link fence.

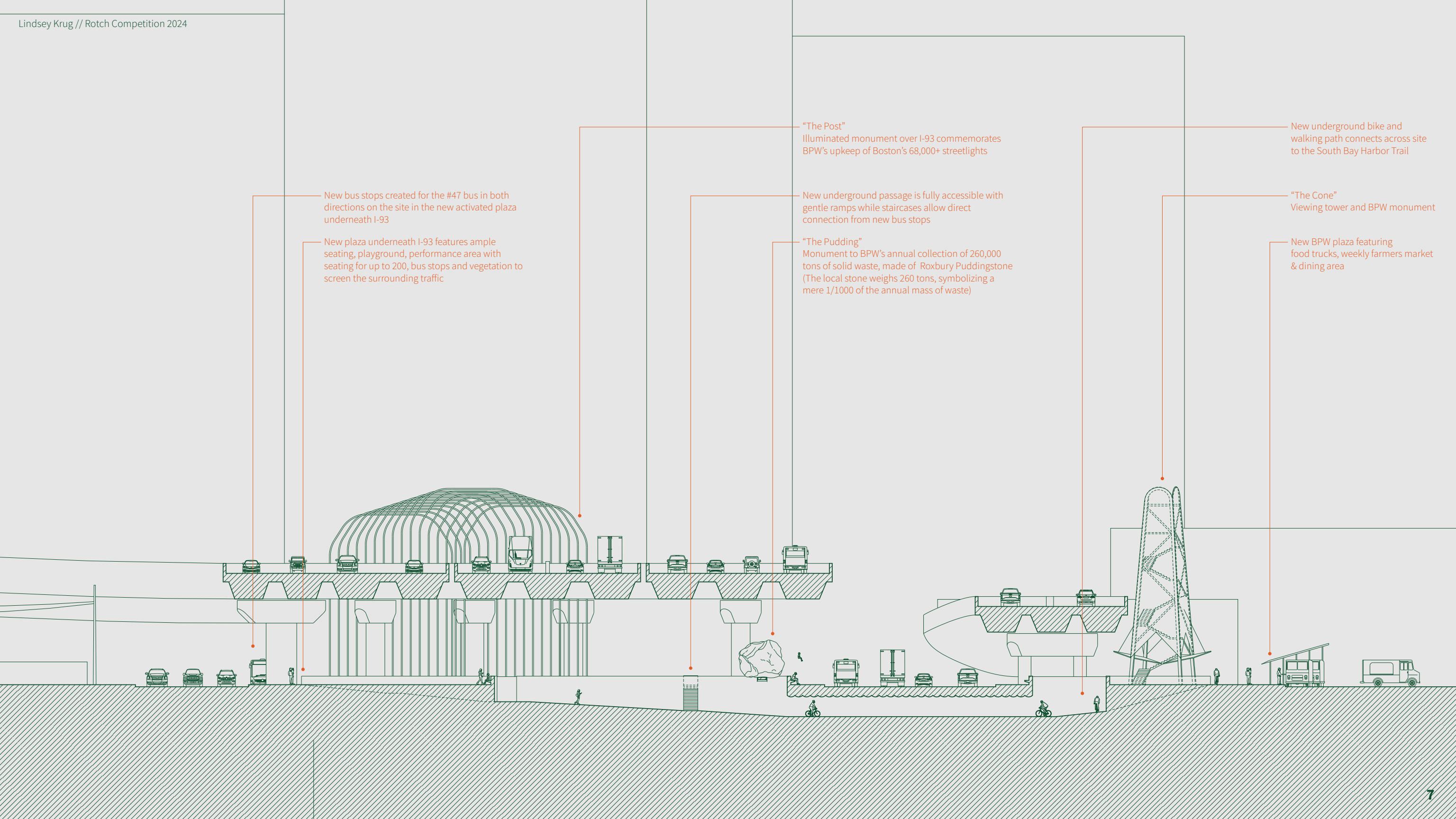


The Pudding + the Ramp

One of the educational monuments along the archipelago is called The Pudding, and features a 260-ton chunk of local Roxbury Puddingstone (Massachusetts' state rock). It's weight is symbolic of the 260,000 tons of solid waste that BPW collects annually (1000 times the weight of the stone). Its material is symbolic of the bedrock of the city and commemorates the millenia of land stewards (including but also those long before BPW) who have cared for our land and environments.

The Pudding floats over a new connection across the site. A ramp cuts under Frontage Road providing much easier pedestrian and bike access. It also allows BPW employees who take the bus to work much easier access from the new #47 bus stops on site.





New bus stops created for the #47 bus in both directions on the site in the new activated plaza underneath I-93

New plaza underneath I-93 features ample seating, playground, performance area with seating for up to 200, bus stops and vegetation to screen the surrounding traffic

"The Post"
Illuminated monument over I-93 commemorates BPW's upkeep of Boston's 68,000+ streetlights

New underground passage is fully accessible with gentle ramps while staircases allow direct connection from new bus stops

"The Pudding"
Monument to BPW's annual collection of 260,000 tons of solid waste, made of Roxbury Puddingstone (The local stone weighs 260 tons, symbolizing a mere 1/1000 of the annual mass of waste)

New underground bike and walking path connects across site to the South Bay Harbor Trail

"The Cone"
Viewing tower and BPW monument

New BPW plaza featuring food trucks, weekly farmers market & dining area

Improved screening from busy traffic is provided with vegetation along the existing South Bay Harbor Trail making this stretch more scenic

The concrete footings of the new roof provide space for plantings, seating, and a public farmers' market on the public-facing side

The concrete footings of the new roof provide parking and materials storage for sand/gravel on the BPW side while offering better privacy

"The Cone"
Viewing tower and BPW monument

New diamond-shaped roof/cladding system for BPW facility

The bars of the "The Post" turn into a playground at ground level

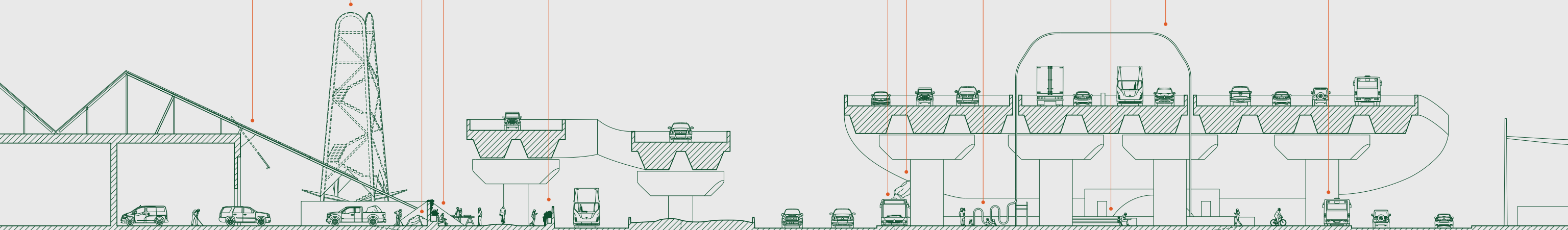
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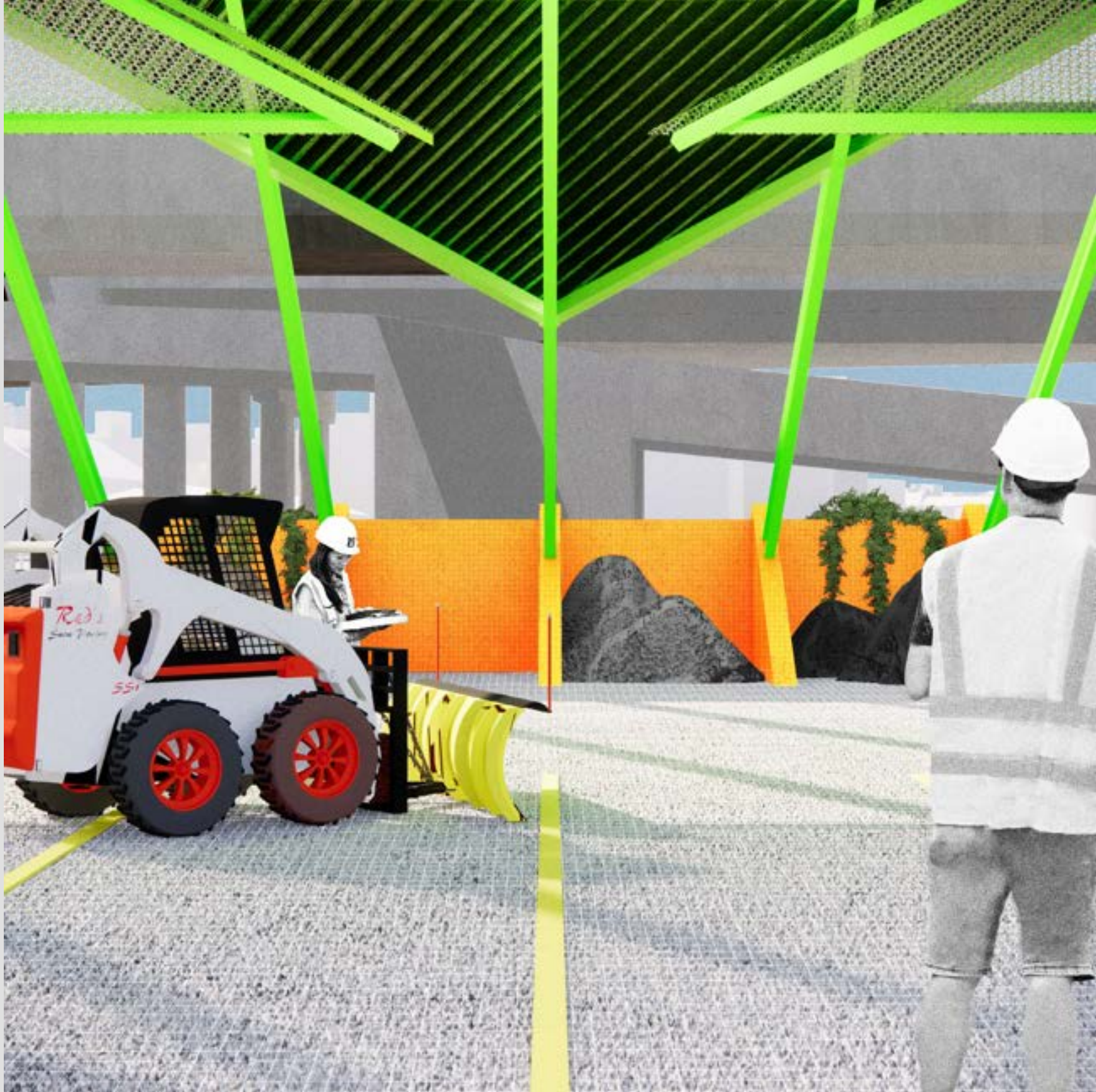
New northbound #47 bus stop created on the site in the new activated plaza underneath I-93

Flexible outdoor performance venue underneath I-93 along with public restrooms and equipment storage

"The Post"
Illuminated monument over I-93 commemorates BPW's upkeep of Boston's 68,000+ streetlights

New southbound #47 bus stop created on the site in the new activated plaza underneath I-93





“New” BPW facilities

A new roofing/cladding system provides shade for existing BPW vehicular/labor circulation on the west side of the facility while not interrupting current operations. The chain-link fence separating BPW from the public realm is replaced with a concrete footing system for the roof that creates 10’ stalls, perfect for parking vehicles and storing piles of sand/gravel.

The Roof + the Market

On the opposite side, the concrete footings create a new public space. The 10' stalls create zones for plantings, seating, and areas to set up a weekly farmers' market to complement the food trucks and make the site a destination on weekdays and weekends. The existing South Bay Harbor Trail is widened and made more scenic with vegetation hiding the roads and access to these new public amenities.

The new roof/facade for BPW features 2 layers of cladding, giving the facility much needed color. Pulling from the recognizable colors and graphics of maintenance work, hi-vis neon green, yellow, and orange are used to spruce up the drab concrete facades without interfering with BPW operations.

