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EDWARD A. PALLESCHI
UNDERSECRETARY OF CONSUMER
AFFAIRS AND BUSINESS
REGULATION

DIANE M. SYMONDS
COMMISSIONER, DIVISION OF
PROFESSIONAL LICENSURE

Minutes

Board of Elevator Regulations
1000 Washington Street
Boston, MA 02118
1st Floor – Room 1C
February 4, 2020

Board Members Present:

Stephen Sampson, Chairman
Eric Morse
David Gaudet
Brian Ronan
Paul Vigneau

Guests Present:

Brandon Hall (ParkPlus)
Michael Hart (ParkPlus)
AJ Jenkins (ParkPlus)

Board Member Absent:

Cheryl Davis
David Morgan

Division of Professional Licensure Staff:

Ruthy Barros

- 1. 30 Penniman Road – Boston, MA [Exhibit 1 and 1A]**
Product Variance
Product: Lift-Sliding Semi-Automated Parking System
Manufacturer: ParkPlus
Petitioner: Ted Makowski

The petitioner was in front of the Board seeking a product variance for a 42 car tandem lift-sliding semi-automated parking system to be installed at the above location. The petitioner stated that each control panel is located near the group of machines, in locked cabinets. For safety, an emergency stop is on the keypad where the operator will be operating the machine and will stop all functions of the parking system. The power

disconnect for each control panel is next to the control panels. The proposed semi-automated parking system uses a chain drive between the electric motor and lifting axle, and the lifting axle uses 4 chains/cables connected to the vehicle platform to raise and lower the platform. The parking system will not have dividers or ropes 42" high between parking cubicles because the operator will not have enough room to exit the motor vehicle after parking. Also, the dividers or ropes could damage the motor vehicle's door. The parking system uses a Human-Machine Interface to operate the lift. To operate the parking system manually a specific pattern must be keyed, and then the machine will be controlled by constant pressure of one of the directional buttons. The parking system has four safety hooks that automatically engage when the platform is in the raised position. If a catastrophic failure of the motor, drive chain, lifting chain/cable, or lifting axle occurs, the four safety hooks will keep the platform and motor vehicle from falling to the ground. The Board suggested that the petitioner revisit 524 CMR § 26 for possible variance requests and to remove 524 CMR § 17, which is no longer in the new code. A motion was placed by Eric Morse to place the variance request on hold for 30 days awaiting further information from the applicant, specifically addressing the pit access, landing door gates and lighting in the pit area. The motion was seconded by Brian Ronan.

Motion: Eric Morse

Seconded: Brian Ronan

Vote: 5-0; Placed on hold for 30 days.

2. **Approval of meeting minutes from January 28, 2020 [Exhibit 2]**

A motion was put forth by Eric Morse to accept the minutes as written. The motion was seconded by Brian Ronan. **Vote: 5-0; Granted.**

Exhibit List:

Exhibit 1: Variance packet for 30 Penniman Road – Boston, MA

Exhibit 1A: Supplemental packets for 30 Penniman Road – Boston, MA

Exhibit 2: Meeting minutes from January 28, 2020

Motion to Adjourn: Brian Ronan

Seconded: Paul Vigneau

Vote: 5-0; Adjourned.

Hearing concluded at 2:46 p.m.

Prepared by: Ruthy Barros