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Division of Occupational Licensure**

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Minutes

**Meeting of the
Board of Elevator Regulations
March 1, 2022 at 1:00 p.m.**

Microsoft Teams meeting

Board Members Present:

Christopher Towski
David Gaudet
Thomas McDermott
Neil Mullane
Brian Ronan
David Morgan

Division of Occupational Licensure Staff:

Peter Kelley
Ruthy Barros

Board Members Absent:

Eric Morse

Guests Present:

Alexander Sassaroli
Eddie O'Brien
Katherine Watson
Chris Lawson
Moti Baikin
Eric Svahn
Joel Morales

Call to Order: 1:06 p.m.

The Board discussed the following:

1. **7 Louisburg Square, Boston [Exhibit 1]
New Installation**

524 CMR 35.00 §5.3.1.10.3

Petitioner: Alexander Sassaroli

The petitioner was in front of the Board seeking a variance from 524 CMR 35.00 §5.3.1.10.3, rise shall not exceed 50'-0". The petitioner stated that the above address is de facto a single-family owner-occupied dwelling and the existing elevator with a rise of 52'-8" is being removed and the hoistway is being demolished. A new residential type of elevator is being installed in a new hoistway with the travel remaining the same. The petitioner investigated reducing the travel by altering floor levels, but the existing head room restrictions and structure will not allow any alteration. The petitioner is requesting a variance for the additional 2'-8" of travel to comply with the existing conditions. Mr. Gaudet expressed his concerns because the existing elevator (State ID: 1-P-5187) was last tested on 12/9/2015 and has received safety citations for the past 11 years, and the building use was previously a multi-family dwelling. The original elevator permit, from 1919 was for five stops, not six and the new hoistway is in a new location. A motion was made by David Gaudet to deny the variance request with the justification being that the extension of travel beyond the maximum 50'-0" established by the A17.1 National Standard is not suitable for a Residential Type Elevator and a different type of elevator would be more appropriate for safety. The motion was seconded by Christopher Towski.

Motion: David Gaudet

Seconded: Christopher Towski

Vote: 6-0; Denied.

Roll Call Vote:

• David Gaudet	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Christopher Towski	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Neil Mullane	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Thomas McDermott	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Brian Ronan	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• David Morgan	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay

2. 0 Logan Airport, Boston

Agenda item #3 was asked to be postponed by the petitioner.

3. 859 Willard Street, Quincy [Exhibit 2]

State IDs: 243-P-407 and 243-P-408

524 CMR §2.14.1.7

Petitioner: Samantha Finney

The petitioner's representative was in front of the Board seeking a variance from 524 CMR §2.14.1.7 – Railing and Equipment on Car Enclosure Top, due to existing

conditions. The petitioner's representative is requesting a variance for the top of car handrail for being too short, explaining there isn't enough room in the overhead to raise the handrails and the other variance being sought is the requirement of a powered louver in the machine room, and currently there is a vent with sheet metal over it. There are three 5-stop hydraulic elevators located at the above address. The old vent blower was removed during a modification. There is a remote machine room for the three units, the vents have been removed and HVAC has been added to regulate the temperature and humidity. The petitioner's representative stated that there is a clear overhead of 142 ¾", stop ring at 13' above the floor, crosshead at 23", and the cartop to overhead is 36" at the floor. The maximum height for the handrail is 31 ¼" with a 1 ½" clearance. There is also an open hoistway at the rear of the car. The petitioner's representative stated a 42" handrail could be installed on the backside, which is open. A motion was made by Neil Mullane to grant the variance request to allow the top of car handrail to be below the code required 42", with the provision that the handrail on the sides be retractable from 31" in the down position and 42" in the up position. Also, a switch must be added to each side handrail to limit automatic operation, and up travel on inspection. Justification being the existing conditions and the alternative meets safety requirements. Safety signage and rail markings must be applied. The motion was seconded by David Gaudet.

Motion: Neil Mullane

Seconded: David Gaudet

Vote: 6-0; Granted.

Roll Call Vote:

• David Gaudet	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Christopher Towski	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Neil Mullane	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Thomas McDermott	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Brian Ronan	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• David Morgan	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay

Christopher Towski left the meeting at 2:04 p.m.

4. **35 Brookline Avenue, Boston [Exhibit 3 and 3A]**

New Installation

524 CMR §26.06, §26.07 and §26.11

Petitioner: Chris Lawson

The petitioner was originally in front of the Board on November 16, 2021, seeking a variance from 524 CMR §26.06 – Hoistway gates in on fire resistant hoistways, §26.07 – Protection at other levels and §26.11 – Car enclosures. The petitioner that the automated parking structure will employ an automated “puzzle” type parking system fabricated by

Unitronics Systems, Inc. The system offers area and volume efficiencies by maximizing vehicle capacity in the given space. The proposed capacity for the automated parking structure is 596 parking spaces. The “puzzle” system is based on the concept of a sliding tile puzzle; using sliding “pallets” or sleds, with one empty space in each “loop”, to maneuver each car. The empty space allows the vehicles to be sorted and moved as needed to maximize the efficiency of storage and delivery. The system is mechanical, using belts and pulleys and will have cameras, sensors, and controls. The parking system is expected to accommodate office tenant (monthly) and public parking (transient) vehicles. The parking structure will have six lifts, each having a dedicated set of entrance and exit doors. The parking system is capable of processing approximately 150 vehicles per hour. The vehicles will be stored in eight levels of racks located in two storage volumes: four levels in the upper volume and four levels in the lower volume. The parking system will always have valet personnel available, and the system is operational for processing vehicles that require accessibility assistance, thus complying with 521 CMR §23.8. Separately, two self-park van accessible spaces will be located outside of the automated system adjacent to the carport lobby. The fabricator monitors the complete system via an array of sensors and cameras located throughout the storage volumes. The petitioner also testified that the Fenway Center Phase II is accessible by fire department apparatus by means of Brookline Avenue and Beacon Street and there will be no potential for remote manipulation. A motion was made by Neil Mullane to place the request on hold pending further Board review. The motion was seconded by Brian Ronan.

Motion: Neil Mullane

Seconded: Brian Ronan

Vote: 6-0; Placed on hold.

Roll Call Vote:

• David Gaudet	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Neil Mullane	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Thomas McDermott	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Brian Ronan	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• David Morgan	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay

5. Approval of meeting minutes from November 2, 2021 **[Exhibit 4]** A motion was made by David Gaudet to accept the minutes as written. The motion was seconded by David Morgan.

Motion: Neil Mullane

Seconded: Brian Ronan

Vote: 3-0; Neil Mullane and Brian Ronan abstained.

Roll Call Vote:

• David Gaudet	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Thomas McDermott	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• David Morgan	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Neil Mullane	Abstained	
• Brian Ronan	Abstained	

6. Old Business:

Continued discussion regarding a possible safety/code issue for emergency services utilizing Fireman's Service Phase II. Chief McDermott reported that he is working on an updated draft for the Board to review.

7. Matters not reasonably anticipated 48 hours in advance of meeting:

The Elevator Division received a site visit request at an address where the unit passed their acceptance test and is now seeking a site visit from the Board. The Board and counsel discussed the process of scheduling site visits moving forward.

Motion to Adjourn: Neil Mullane

Seconded: Thomas McDermott

Vote: 5-0; Adjourned.

Roll Call Vote:

• David Gaudet	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Neil Mullane	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Thomas McDermott	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• Brian Ronan	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay
• David Morgan	<input checked="" type="checkbox"/> yea	<input type="checkbox"/> nay

Hearing concluded at 3:38 p.m.

Prepared by: Ruthy Barros

Exhibit List:

- Exhibit 1: Variance packet for 7 Louisburg Square, Boston

- Exhibit 2: Variance packet for 859 Willard Street, Quincy
- Exhibit 3: Variance packet for 35 Brookline Avenue, Boston
- Exhibit 3A: Power point presentation
- Exhibit 4: Meeting minutes from November 2, 2021