DEVELOPMENT NARRATIVE
HARDSHIP VARIANCES

Property:	34R Clyde Street
Applicant/Owner:	Nathan Aparo
Agent:	Adam Dash, Esq.
Zoning District:	NR
	¼ Mile Transit Area
	Not in a Pedestrian Street District

The Applicant and Owner of the Property at 34R Clyde Street, being Nathan Aparo, hereby seeks four Hardship Variances as described below in order to create two parking spaces at the Property.

While the Property's address is 34R Clyde Street, the City Assessor (and, therefore, CitizenServe) has it listed as 34 Clyde Street. To be clear, the Property at issue is Assessor's Map, Block and Lot number 33/H/15.

The Property is a deep and narrow lot which currently contains a two-family residential Cottage building type located in the rear of the Property. Applicant resides at the Property.

Applicant seeks the following Hardship Variances:

-Frontage Area Parking, per SZO 3.1.18.c.iii

-Maximum Driveway Width, per SZO 3.1.18.c.iv

-Minimum Sum of Side Setbacks, per SZO 3.1.7.b

-Minimum Lot Width, per SZO 3.1.7.a

Proposal Summary.

Applicant seeks to add a driveway, curb cut and two side-by-side parking spaces to the Property, which currently has no driveway, parking or curb cut at all. This is in order to accommodate his girlfriend who has health issues and wishes to move into the Property; however, her mobility issues are such that she needs a car at times.

In order to accommodate his girlfriend's accessibility needs, Applicant is seeking to create the requested parking spaces in a side-by-side configuration so that his girlfriend will have one parking space and he will have another in case he must to drive to pick her up in the event she has a medical emergency or need. The spaces are being proposed side-by-side to prevent Applicant's car from being blocked in during an emergency.

The Property is very long and narrow. It is only 25 feet wide, but it is 125 feet deep, with the existing two-family structure set way back in the rear of the narrow lot.

It should be noted that the Property is currently nonconforming as to the Minimum Lot Width for having no driveway, which is 32 feet, and for the Minimum Sum of Side Setbacks, which is 10 feet.

There is currently no on-street parking on the Property's side of the street, such that creating a new curb cut for the proposed driveway and parking spaces will not reduce the number of on-street parking spaces on Clyde Street and will actually improve the situation for the neighborhood by removing two cars associated with the Property from the existing on-street parking areas.

Specific Relief Sought.

1. **Frontage Area Parking**

Applicant is seeking a Hardship Variance for Frontage Area Parking.

The Property is very long and narrow. It is only 25 feet wide, but it is 125 feet deep, with the existing two-family structure set way back in the rear of the narrow lot. As such, the parking spaces can only be located in the frontage area because the entire lot is essentially the frontage area due to the structure being set in the very rear. Any parking would require a Frontage Area Parking Hardship Variance, per SZO 3.1.18.c.iii.

2. **Maximum Driveway Width**

Applicant is seeking a Hardship Variance for Maximum Driveway Width.

The parking spaces are configured side-by-side so that one car is not blocked in by the other. This not only reduces the need to shuffle cars, which would disturb traffic on the street, but also allows Applicant to be able to quickly reach his girlfriend should she need to be picked up from somewhere and her car is at the Property blocking in Applicant's car. This configuration means that the driveway will be 17 feet wide, which is greater than the Maximum Driveway Width of 12 feet in Somerville Zoning Ordinance ("SZO") 3.1.18.c.iv. This 5 foot difference is not huge.

3. **Minimum Sum of Side Setbacks**

Applicant is seeking a Hardship Variance for Minimum Sum of Side Setbacks.

The addition of a driveway and two parking spaces to the Property, which currently has no driveway or parking at all, changes the requirement for the Minimum Sum of Side Setbacks, even though no changes are being made to the existing lot or structure thereon. As a result, the mere addition of the driveway requires said Hardship Variance because the lot is only 25 feet wide with a sum of side setbacks being 5.7 feet and, by adding a driveway, the Minimum Sum of Side Setbacks requirement becomes 12 feet, per SZO 3.1.7.b.

4. **Minimum Lot Width**

Applicant is seeking a Hardship Variance for Minimum Lot Width.

The addition of a driveway and two parking spaces to the Property, which currently has no driveway or parking at all, changes the requirement for the Minimum Lot Width for the Property, even though no changes are being made to the existing lot or structure there. As a result, the mere addition of the driveway requires said Hardship Variance because the lot is only 25 feet wide with a sum of side setbacks being 5.7 feet and, by adding a driveway, the Minimum Lot Width requirement becomes 34 feet, per SZO 3.1.7.a.

Combined Arguments for All Hardship Variances.

A. Strict Enforcement of the SZO Would Result in a Practical Difficulty.

Under the new state amendments to M.G.L. ch. 40A, Sec. 6, variances are to be determined using the standard of whether strict enforcement of the SZO would result in a practical difficulty. This is done by weighing the benefits to Applicant and to the public interest against the detriment to the public health, safety and welfare of the neighborhood.

As stated elsewhere in this Narrative, strict enforcement of the SZO would make the creation of any driveway and parking in any configuration impractical because of the existing lot being so narrow and long, with the existing structure being all the way in the rear of the lot. Applicant has a very practical difficulty in creating any driveway and parking at the Property without Hardship Variances.

It is in the public interest to allow Applicant to create the requested off-street parking spaces. There is currently no on-street parking on the Property's side of the street, such that creating a new curb cut for the proposed driveway and parking spaces will not reduce the number of on-street parking spaces on Clyde Street and will actually improve the situation for the neighborhood by removing the cars for the Property from the existing on-street parking areas. Having side-by-side parking spaces means that Applicant will not have to shuffle cars and disrupt traffic.

The Project proposed by Applicant benefits the Applicant because it would make the Property accessible for Applicant's girlfriend's needs so that she could move into the Property.

B. The Requested Hardship Variances Meet the Prior Standard in the SZO

While the Applicant's requested Hardship Variances meet the current, new variance standard under M.G.L. ch. 40A, Sec. 6, they also meet the old standards under the SZO.

Per SZO Section 15.2.3.e.i:

The Zoning Board of Appeals may only grant a Hardship Variance upon finding all of the following:

a. *Special circumstances exist relating to the soil conditions, shape, or topography of a parcel of land or the unusual character of an existing structure but not affecting generally the zoning district in which the land or structure is located;*
b. *Literal enforcement of the provision of this Ordinance for the district where the subject land or structure is located would involve substantial hardship, financial or otherwise, to the petitioner or appellant due to said special circumstances; and*
c. *Desirable relief could be granted without causing substantial detriment to the public good and without nullifying or substantially derogating from the intent and purpose of a specific district in this Ordinance or the Ordinance in general.*

a. Special Circumstances Exist.

The existing Property is unusual in that is very narrow and long with the existing structure located all the way in the rear of the Property.

This condition means that any parking would be in the frontage area.

It also means that, per SZO 3.1.7, the lot does not comply with the required Minimum Lot Width and the required Minimum Sum of Side Setbacks even more than now because the addition of a driveway increases those minimum requirements. The Property is currently nonconforming in both respects, and the Applicant's proposal would increase that nonconformity.

The Applicant's desire to accommodate his girlfriend's accessibility needs, which is why he is asking for two side-by-side parking spaces, means that the maximum driveway width does not comply.

b. Substantial Hardship Exists.

Literal enforcement of the SZO would prevent Applicant from creating any driveway or parking spaces at the Property and would prevent Applicant's

girlfriend from moving into the Property due to her need for accommodations. Applicant's request is reasonable under the circumstances of the lot and structure, to meet his girlfriend's needs.

c. Substantial Detriment Does Not Exist.

The proposed parking spaces do not remove any on-street parking, and actually improve the existing situation by taking two cars associated with the Property off of the street.

Having side-by-side parking spaces prevents the occupants of the Property from having to disrupt traffic by shuffling cars in and out of the proposed driveway.

Per Section 3.1.3 of the SZO, the purpose of the NR district is, in part:

> *a. To permit the DEVELOPMENT of one-, two-, and three-unit detached and semi-detached residential buildings on individual LOTS.*
>
> *b. To permit contextual MODIFICATIONS to existing detached and semi-detached residential buildings.*
>
> *d. To create DWELLING UNIT types, sizes, and BEDROOM counts ideal for larger households in houses, semi-attached houses, duplexes, and triple deckers.*

This proposal is to allow contextual modifications to the Property to improve the neighborhood's parking situation and to make an accessibility accommodation. The accommodation allows Applicant to increase the size of his household by having his girlfriend move into the Property.

This proposal will comply with the goals of the SomerVision strategic plan because it will "facilitate transit-oriented neighborhood in-fill development", create a "healthier, more prosperous and more attractive place to live, work, play and raise a family", and "preserve and enhance the character of Somerville's neighborhoods". It will ensure that "properties can adapt and change to meet the needs of residents, while respecting the character of the neighborhood".

According to SomerVision, "housing costs are rising, resulting in the displacement of many residents and a shortage of available housing stock".

This proposal will prevent the displacement of Applicant and his girlfriend by allowing them to reside at the Property together.

Allowing the Property to adapt and change to meet Applicant's needs is the purpose of the relief sought.

Conclusion.

The requested Hardship Variances meet the requirements under both the new state law and the old SZO standards for same, as described above. The structure and lot are not changing, however, the accessibility needs of Applicant's girlfriend, the lot's unusual shape, and the unusual placement of the structure on said lot create the need for these Hardship Variances.

Therefore, Applicant respectfully requests Hardship Variances for:

-Frontage Area Parking, per SZO 3.1.18.c.iii
-Maximum Driveway Width, per SZO 3.1.18.c.iv
-Minimum Sum of Side Setbacks, per SZO 3.1.7.b
-Minimum Lot Width, per SZO 3.1.7.a

DEVELOPMENT NARRATIVE SUPPLEMENT
HARDSHIP VARIANCES

Property:	34R Clyde Street
Applicant/Owner:	Nathan Aparo
Agent:	Adam Dash, Esq.
Zoning District:	NR
	¼ Mile Transit Area
	Not in a Pedestrian Street District
Cases:	ZP-26-000086, ZP-26-000087, ZP-26-000088 and ZP-26-000089

The Applicant and Owner of the Property at 34R Clyde Street, being Nathan Aparo, hereby submits this supplement to the Development Narratives for Hardship Variances submitted on September 8, 2026 by adding the below information to the previously submitted Development Narrative, which is incorporated herein by reference.

While the Property's address is 34R Clyde Street, the City Assessor (and, therefore, CitizenServe) has it listed as 34 Clyde Street. To be clear, the Property at issue is Assessor's Map, Block and Lot number 33/H/15.

The purpose of this supplement to the Development Narrative is to organize Applicant's arguments to respond to the City's new questions format regarding the new state law changes in the standards for variances. The relief sought is for Applicant to create two parking spaces at the Property, is still the same as in the original Development Narrative, and is stated as follows:

Applicant seeks the following Hardship Variances:

-Frontage Area Parking, per SZO 3.1.18.c.iii

-Maximum Driveway Width, per SZO 3.1.18.c.iv

-Minimum Sum of Side Setbacks, per SZO 3.1.7.b

-Minimum Lot Width, per SZO 3.1.7.a

The arguments below have been combined for all of the variances being sought to avoid repetition, since many of the arguments for each variance are similar.

Applicant answers the following questions as requested by the City pursuant to the new state law variance standard:

1. **What does strict enforcement of the zoning ordinance require on this lot?**
2. **What practical difficulty (consequence) results from strict enforcement? (physical, financial, environmental, etc.)**
3. **What are the benefits to the applicant of granting the variance?**
4. **What are the benefits to the public interest, including housing production, of granting the variance?**
5. **What are the detriments to the public health, safety, and welfare of the neighborhood, of granting the variance?**

Under the new state law changes to Mass. Gen. Laws Ch. 40A, variances are to be determined using the standard of whether strict enforcement of the Somerville Zoning Ordinance ("SZO") would result in a "practical difficulty". This is done by weighing the benefits to Applicant and to the public interest against the detriment to the public health, safety and welfare of the neighborhood.

What does strict enforcement of the zoning ordinance require on this lot?

The existing Property is unusual in that is very narrow and long with the existing structure located all the way in the rear of the Property. This condition means that any parking would be in the frontage area.

It should be noted that the Property is currently nonconforming as to the Minimum Lot Width for having no driveway, which is 32 feet, and for the Minimum Sum of Side Setbacks, which is 10 feet.

Strict enforcement of the SZO would prevent any parking from being created at the Property at all.

What practical difficulty (consequence) results from strict enforcement? (physical, financial, environmental, etc.)

Strict enforcement of the SZO would prevent the creation of any driveway or parking because of the existing lot being so narrow and long, and with the existing structure being all the way in the rear of the lot. Applicant has a very practical difficulty in creating any driveway and parking at the Property without variances.

The Property is only 25 feet wide, but it is 125 feet deep, with the existing two-family structure set way back in the rear of the narrow lot. As such, the parking spaces can only be located in the frontage area because the entire lot is essentially

the frontage area due to the structure being set in the very rear. Any parking would require a Frontage Area Parking Hardship Variance, per SZO 3.1.18.c.iii.

In order to accommodate his girlfriend's accessibility needs, Applicant is seeking to create the requested parking spaces in a side-by-side configuration so that his girlfriend will have one parking space and he will have another in case he must to drive to pick her up in the event she has a medical emergency or need. The spaces are being proposed side-by-side to prevent Applicant's car from being blocked in during an emergency. This configuration means that the driveway will be 17 feet wide, which is greater than the Maximum Driveway Width of 12 feet in Somerville Zoning Ordinance ("SZO") 3.1.18.c.iv. This 5 foot difference is not huge. Without the variances, the Applicant could not accommodate his girlfriend's accessibility needs.

The addition of a driveway and two parking spaces to the Property, which currently has no driveway or parking at all, changes the requirement for the Minimum Sum of Side Setbacks, even though no changes are being made to the existing lot or structure thereon. As a result, the mere addition of the driveway requires said Hardship Variance because the lot is only 25 feet wide with a sum of side setbacks being 5.7 feet and, by adding a driveway, the Minimum Sum of Side Setbacks requirement becomes 12 feet, per SZO 3.1.7.b.

The addition of a driveway and two parking spaces to the Property, which currently has no driveway or parking at all, changes the requirement for the Minimum Lot Width for the Property, even though no changes are being made to the existing lot or structure there. As a result, the mere addition of the driveway requires said Hardship Variance because the lot is only 25 feet wide with a sum of side setbacks being 5.7 feet and, by adding a driveway, the Minimum Lot Width requirement becomes 34 feet, per SZO 3.1.7.a.

What are the benefits to the applicant of granting the variance?

The Project proposed by Applicant benefits the Applicant because it would make the Property accessible for Applicant's girlfriend's needs so that she could move into the Property.

The parking spaces are configured side-by-side so that one car is not blocked in by the other. This not only reduces the need to shuffle cars, which would disturb traffic on the street, but also allows Applicant to be able to quickly reach his girlfriend should she need to be picked up from somewhere and her car is at the Property blocking in Applicant's car.

What are the benefits to the public interest, including housing production, of granting the variance?

It is in the public interest to allow Applicant to create the requested off-street parking spaces. There is currently no on-street parking on the Property's side of the street, such that creating a new curb cut for the proposed driveway and parking spaces will not reduce the number of on-street parking spaces on Clyde Street and will actually improve the situation for the neighborhood by removing the cars for the Property from the existing on-street parking areas. Having side-by-side parking spaces means that Applicant will not have to shuffle cars and disrupt traffic.

It is also in the public interest for people with disabilities to be able to live in the City and to be able to live with their partners.

What are the detriments to the public health, safety, and welfare of the neighborhood, of granting the variance?

There is little to no negative impact on the neighborhood of granting the variances because there is no parking allowed on the side of the street where the new curb cut would be located, and because Applicant would not have to park on the street anymore.

The variances for lot width and sum of side setbacks are actually just the existing conditions, so they do not impact the neighborhood at all.

Granting the variances will prevent the displacement of Applicant and his girlfriend by allowing them to reside at the Property together.

Unilock Turfstone Specs

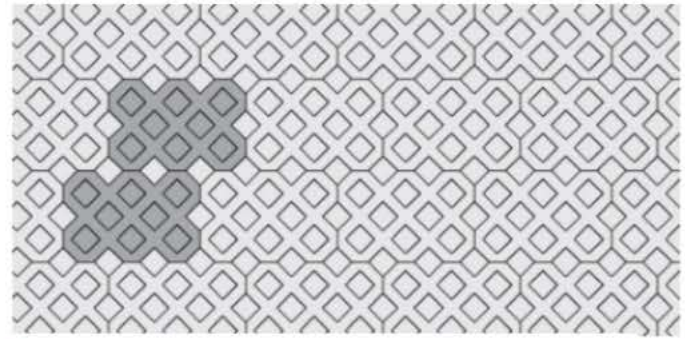
https://unilock.com/product/turfstone-boston/



STANDARD

400mm x 600mm x 80mm

15 3/4" x 23 5/8" x 3 1/8"





Turfstone has long been a favorite of landscape architects and engineers for areas requiring a supported turf. Its filigree design makes it an attractive and permanent solution for emergency access areas, embankments, spillways, and environmentally sensitive parking areas. Voids may be filled with grass or colored aggregates.

RECOMMENDED BASE STABILIZATION – one layer of DriveGrid™ stabilization grid between subgrade and base material. Recommended depth 8" to 10" below pavers for maximum stability and performance. Use under Standard Base only.

STANDARD BASE – Min. 6" – 8" of ¾" Crusher Run gravel (any road base standard in accordance with ASTM-D2940) compacted to 98% Standard Proctor Density (SPD).

STANDARD BEDDING COURSE – 1" thick of course sand– in accordance with ASTM-D2940) screeded over base.

JOINTING MATERIAL AND JOINT STABILIZATION

Fill all holes with topsoil to promote grass growth in openings.

HANDLING – This product is heavy and a two-man clamp is recommended for placement.

EDGE RESTRAINT - A concrete curb or a "sub-surface concrete wedge" can also be installed to retain the edge.

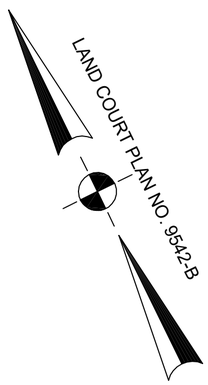
PAVER COMPACTION - For the final compaction, a "rubber roller compactor" will give you the best results without breaking the block .

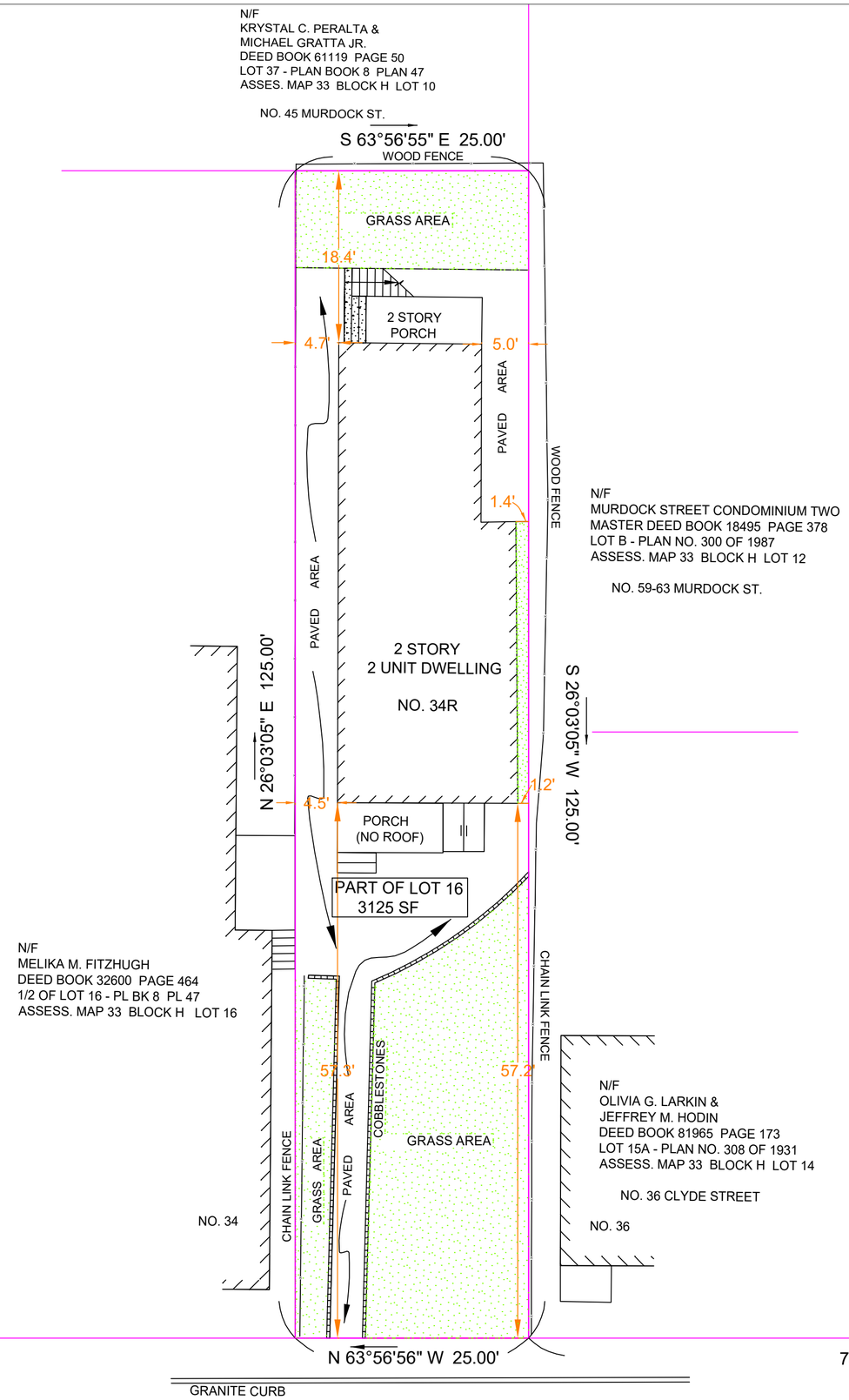
CLEANERS – Not applicable

SEALERS - Not applicable

RECOMMENDATION: SEALERS – After the soil is placed in the openings, it is recommended to seed the area or fill with sod plugs. In order for the grass to establish, provisions must be made for watering. In dry areas, consider irrigation over this area to prevent turf burnout.

The Americans with Disabilities Act Accessibility Guidelines (ADAAG) provides measurable criteria to determine compliance, not individual product evaluation. Gaps, joints or openings, greater than ½" horizontal and ¼" vertical should be avoided as they can disrupt wheelchair maneuvering (United States Access Board – Guidelines and Standards).



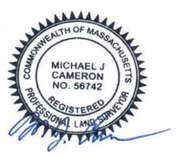


NOTES:

1.) THIS PLAN WAS PREPARED FROM AN INSTRUMENT SURVEY
2.) RECORD OWNER: NATHAN APARO
3.) DEED REFERENCE: BOOK 85754 PAGE 112
4.) PLAN REFERENCE: ONE-HALF OF LOT 16 - PLAN BOOK 8 PLAN 47
5.) THE CURB CUT AND PARKING AREA SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF SOMERVILLE REGULATIONS
6.) ASSESSORS MAP 33 BLOCK H LOT 15
7.) ALL OFFSET DISTANCES TO PROPERTY LINES ARE TO THE SHINGLE CORNER APPROXIMATELY 5 FT ABOVE GROUND LEVEL.

GRASS (GREEN) AREA:

EXISTING: 1174.7 SF = 37.6%



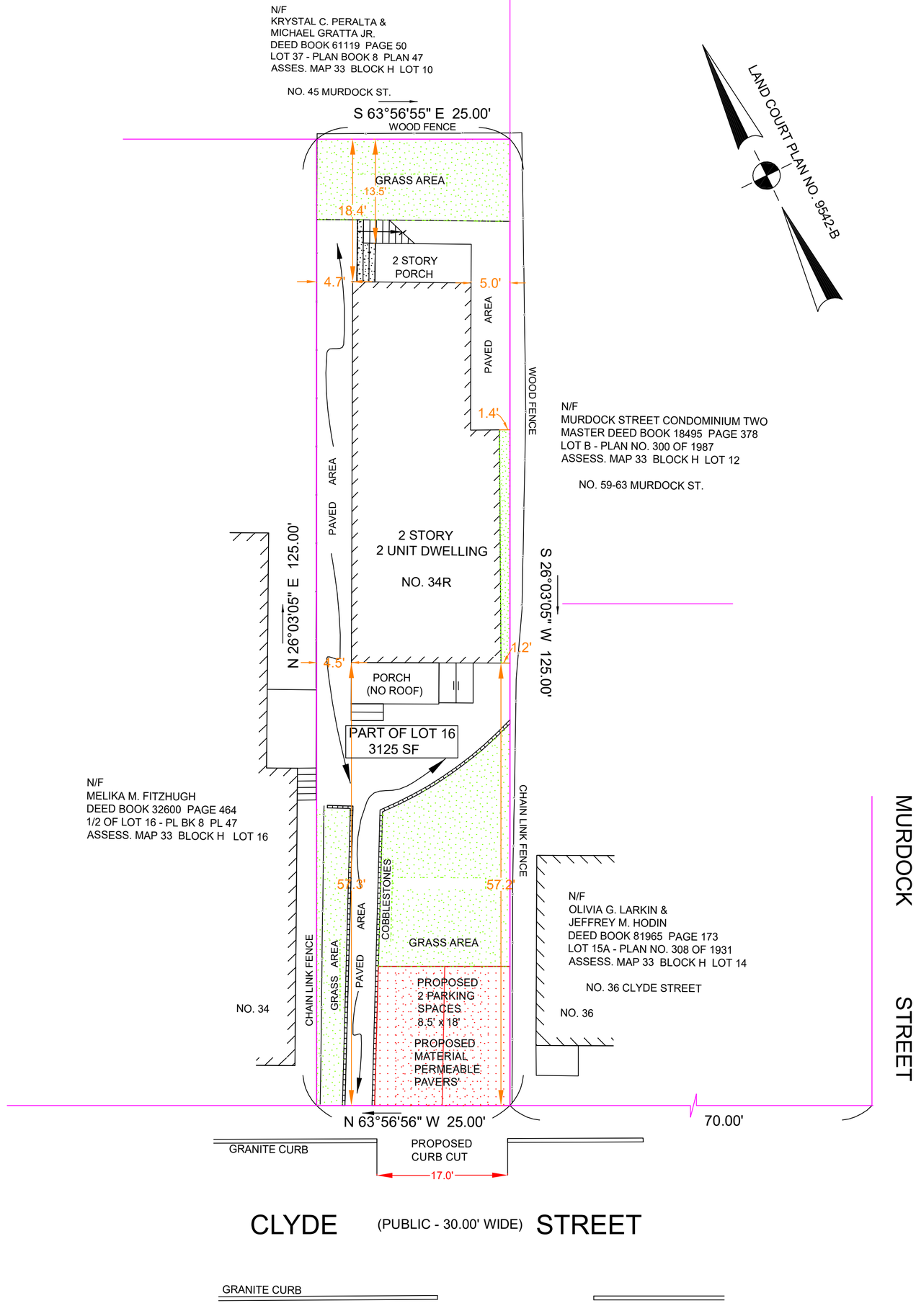
PLOT PLAN
IN
SOMERVILLE, MA
34R CLYDE STREET

0 10 20

SCALE: 1" - 10'-0"

JULY 28, 2026

D & A SURVEY ASSOCIATES, INC.
P.O. BOX 80 READING, MA 01867
(781) 324 - 9566



GRASS (GREEN) AREA:

EXISTING: 1174.7 SF = 37.6%

PROPOSED: 864.6 SF = 27.6%

NOTES:

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COTTAGE				
	REQUIRED	EXISTING	PROPOSED	RELIEF REQ'D
LOT AREA (SF) MIN.	-	3125	NO CHANGE	N
LOT WIDTH (FT) MIN.	34.0	25.0	NO CHANGE	N
LOT FRONTAGE (FT) MIN.	-	25.0	NO CHANGE	N
FLOOR AREA RATIO MAX.	-	-	NO CHANGE	N
BUILDING HEIGHT (STORIES) MAX.	3	2	NO CHANGE	N
BUILDING HEIGHT (FT) MAX.	36	24.5	NO CHANGE	N
LOT COVERAGE (%) MAX.	60%	29.8%	NO CHANGE	N
FRONT SETBACK (FT) MIN.	10.0	57.2	NO CHANGE	N
SECONDARY FRONT SETBACK (FT) MIN.	10.0	51.9	NO CHANGE	N
SIDE SETBACK (FT) MIN.	3.0	1.2	NO CHANGE	N
REAR SETBACK (FT) MIN.	20.0	13.5	NO CHANGE	N
BUILDING SEPARATION (FT) MIN.	10.0	10.8	NO CHANGE	N
DRIVEWAY NOT PERMITTED IN FRONTAGE AREA BETWEEN BUILDING AND FRONT LOT LINE	NOT IN FRONTAGE AREA	NOT IN FRONTAGE AREA	IN FRONTAGE AREA	Y
DRIVEWAYS WIDTH LIMIT (FT)	12 FT MAXIMUM	0	17 FT	Y
MINIMUM LOT WIDTH WITH FRONTAGE DRIVEWAY (FT) MIN.	34 FT MINIMUM	25 FT	25 FT	Y
SUM OF SIDE SETBACKS WITH FRONTAGE DRIVEWAY (FT) MIN.	12 MINIMUM	4.5 FT (left) + 1.2FT(right) = 5.7 FT	4.5 FT (left) + 1.2FT(right) = 5.7 FT	Y
EXISTING SUM OF SIDE SETBACKS WITH NO DRIVEWAY	10 FT	5.7 FT	NO CHANGE	N

PLOT PLAN SHOWING PROPOSED CURB CUT & PARKING AREA

IN

SOMERVILLE, MA

34R CLYDE STREET

0 10 20

SCALE: 1" - 10'-0"

JULY 28, 2026

D & A SURVEY ASSOCIATES, INC.
P.O. BOX 80 READING, MA 01867
(781) 324 - 9566

COMMONWEALTH OF MASSACHUSETTS
MICHAEL J CAMERON
NO. 56742
REGISTERED
PROFESSIONAL LAND SURVEYOR