

COLBY T. GAMESTER

Attorney At Law

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Portsmouth, New Hampshire 03801

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June 24, 2026

SUBMITTED VIA VIEWPOINT

City of Portsmouth
Zoning Board of Adjustment
Attn: Beth Margeson, Chair
1 Junkins Avenue
Portsmouth, NH 03801

**Re: Variance Application of Jonah Goldblatt and Gabrielle Dell'Aquilo Goldblatt
292 Wibird Street, Portsmouth, NH (Tax Map 149, Lot 25)**

Dear Chair Margeson:

My office represents Jonah Goldblatt and Gabrielle Dell'Aquilo Goldblatt, the owners of property located at 292 Wibird Street, Portsmouth. Enclosed herewith are the following materials for submission to the Zoning Board of Adjustment for consideration at the next regularly scheduled meeting:

1. Landowner Letter of Authorization
2. Narrative to Variance Application
3. Exhibit A - Existing Conditions Plan
4. Exhibit B - Pictures of the Property
5. Exhibit C - Owners' Source Deed
6. Exhibit D - BOA Site Plan & Grading Plan
7. Exhibit E - Floors Plans and Elevations
8. Exhibit F - Drainage Memorandum

One (1) copy of this Application will be delivered this same day to the Planning Department. Should there be any questions, comments or concerns regarding the enclosed application and materials then please do not hesitate to contact me.

Kindest Regards,


Colby T. Gamester, Esq.

Enclosures

Cc: file; Clients, Altus Engineering, Portsmouth Architects; Alden Builders (all via email only)

LANDOWNER LETTER OF AUTHORIZATION

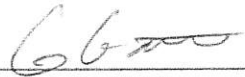
We, the Undersigned, Jonah Goldblatt and Gabrielle Dell'Aquilo Goldblatt, the record owners of real property located at 292 Wibird Street, Portsmouth, New Hampshire 03801, identified on Portsmouth Tax Map 149 as Lot 25 (the "Property"), hereby authorize Gamester Law Office, and its attorneys and representatives, Altus Engineering LLC, and its representatives, Portsmouth Architects, and its representatives, and Alden Builders LLC, and its representatives, to file any document with the City of Portsmouth (the "City"), communicate and correspond with City staff and officials, and submit applications with and appear before the City's land use boards all regarding the Property. This Letter of Authorization shall be valid until expressly revoked in writing.



Jonah Goldblatt

6/19/25

Date



Gabrielle Dell'Aquilo

6/19/26

Date

**CITY OF PORTSMOUTH
ZONING BOARD OF ADJUSTMENT
NARRATIVE TO APPLICATION**

Jonah Goldblatt and Gabrielle Dell'Aquilo Goldblatt
292 Wibird Street
Portsmouth, NH 03801
Owner and Applicant

Introduction and Relevant Property & Historical Information

Jonah Goldblatt and Gabrielle Dell'Aquilo Goldblatt ("Owners" or "Applicant") are the owners of real property located at 292 Wibird Street, identified on Portsmouth Tax Map 149 as Lot 25 (the "Property"). The Property is located in the General Residence A ("GRA") zoning district, is approximately 7,331 square feet, or 0.168 acres, and contains a 2.5-story wood frame dwelling structure (recently and historically used as a two-family residence), an existing detached garage and decks and porches. The Property has 49.89 feet of frontage solely on Wibird Street.

The Property contains multiple preexisting nonconformities:

- (1) lot area of 7,331 square feet where 7,500 square feet is required;
- (2) frontage of 49.89 feet where 100 feet is required;
- (3) front yard setback of approximately 3.40 feet where 15 feet is required;
- (4) left side yard setback of approximately 2.13 feet where 10 feet is required;
- (5) right side yard setback of 0 feet where 10 feet is required; and
- (6) building coverage of approximately 25.1% where 25% is the maximum permitted.

These existing conditions can be seen on a plan entitled "Existing Conditions Plan, 292 Wibird Street, Portsmouth, NH, Tax Map 149, Lot 25" prepared by Altus Engineering and James Verra & Associates, Inc., dated May 18, 2026, which is enclosed herewith as ***Exhibit A***. These existing conditions can also be seen in pictures of the Property which are enclosed herewith as ***Exhibit B***.

The Property is a preexisting nonconforming lot of record. The lot and its structures predate the City's first enactment of zoning regulations in 1927 (when the area was zoned Single Residence) and subsequent rezoning to GRA. The size and placement of the home, and existence of the detached garage, on the narrow lot drive the preexisting nonconforming features (setbacks and coverage) of the Property and also dictate how this project both maintains certain nonconforming features and reduces nonconforming features; such as, but not necessarily limited to, the overall size and width of the house, the presence of the bay window, and the house's placement being askew to the property lines.

The current Owners acquired the Property by Warranty Deed dated April 9, 2026, recorded in Book 6698, Page 1637, which is enclosed herewith as ***Exhibit C***. The Property has maintained its essential configuration when tracing its title back to the 1800's, and per City records the home was constructed in 1899.

The Owners, who met at Boston College and have ties to the area, are excited to have found and purchased a home in Portsmouth. Jonah Goldblatt will be the fourth generation of his family to live in Portsmouth, and their daughter Eleanor will be the fifth. Jonah is an ophthalmologist with practice locations in Portsmouth, Exeter, Kittery, and Somersworth. Gabrielle works from home in the mental health sector. They are looking forward to making this Property their family home and undertaking thoughtful improvements that respect the character of the neighborhood while addressing practical needs for parking, storage, modern living space, and usable yard area.

The existing detached garage is in a state of significant deterioration. The wood framed floor system has deteriorated beyond repair due to age, moisture, and long-term wear. Numerous floor and foundation components exhibit rot, structural degradation, sinking, and loss of load-carrying capacity, creating unsafe conditions for normal use and occupancy. Given the extent of the deterioration, repair is not considered practical or feasible. The structure is no longer functional for its intended purpose and presents a safety concern.

The Owners propose to: (1) demolish the existing detached garage; (2) reduce the amount of pavement and impervious surface by shortening the driveway; (3) construct a new two-car garage addition that is integrated with the main dwelling through a mudroom infill connection, thereby "bundling" the structures to avoid a sprawling effect of multiple detached buildings on the narrow lot; (4) enlarge the rear deck to be more usable by a connection to and extension of an open-concept kitchen and living area renovation; (5) renovate the interior to convert from a two-family to a single-family residence with a modern, efficient layout; and (6) install stormwater management improvements including a proposed drywell and associated grading per the drainage memo prepared by Altus Engineering.

The new garage will feature architecture relatable to and consistent with the main house, with a height that is appropriate and modest for garage use at approximately 16.5 feet and which is narrower than a typical side-by-side double-car width so it does not require the taller roof massing that would be needed to match the existing home's roof lines. These proposed conditions result in a building coverage of 30.7% and new right and left yard setback encroachments which are more confirming than the existing conditions, which can all be seen on the "Board of Adjustment Site Plan & Grading Plan, Garage Reconstruction, 292 Wibird Street, Portsmouth, NH, Tax Map 149, Lot 25" prepared by Altus Engineering, enclosed herewith as **Exhibit D**, and the "Floor Plans and Elevations" prepared by Portsmouth Architects, enclosed herewith as **Exhibit E**. The Drainage Memorandum prepared by Altus Engineering is enclosed herewith as **Exhibit F**.

The ability to perform this work will: (A) increase usable open space and yard area for the Owners and open space for the abutters by bundling structures and reducing pavement; (B) improve the streetscape with a seamless, characterful east elevation and by removing the dilapidated visible garage; (C) provide safe, convenient indoor parking for two vehicles while still allowing driveway spaces for family and guests, thereby reducing on-street parking demand; (D) address drainage through reduced impervious area and new stormwater infrastructure; and (E) allow modernization of the home for single-family use without fundamentally altering the historic character of the main structure.

Zoning Relief Requested

In summary, the Owners seek the following variances from the Zoning Ordinance to permit the proposed garage reconstruction, mudroom infill, enlarged deck, and associated site improvements:

1. A variance from Article 10.521 – Table of Dimensional Standards in the GRA Zoning District to allow a building coverage of 30.7% as proposed, where a preexisting nonconforming building coverage of approximately 25.1% currently exists, and where a maximum building coverage of 25% is required.
2. A variance from Article 10.521 – Table of Dimensional Standards in the GRA Zoning District to allow a left side yard setback of approximately 4.40 feet, where a preexisting nonconforming setback of 2.13 feet currently exists, and where 10 feet is required.
3. A variance from Article 10.521 – Table of Dimensional Standards in the GRA Zoning District to allow a right side yard setback of 2.80 feet, where a preexisting nonconforming setback of 0 feet currently exists, and where 10 feet is required.

While the building coverage percentage increases, the compact bundled infill design and reduction in pavement actually increases overall usable open space and pervious area compared to the status quo or to what would result from a more sprawling detached garage configuration. And, these proposed setbacks remain generally within the preexisting nonconforming building envelope created by the original house and garage placement on the narrow lot.

Variance Criteria

A. Granting the variances will not be contrary to the public interest and will observe the spirit of the Ordinance.

"There are two methods of ascertaining whether granting a variance would violate an ordinance's basic zoning objectives: 1) examining whether granting the variance would alter the essential character of the neighborhood or, in the alternative, 2) examining whether granting the variance would threaten the public health, safety, or welfare." *Harborside Assoc. v. Parade Residence Hotel*, 162 N.H. 508, 514 (2011).

The zoning relief requested herein will not alter the essential character of the neighborhood, nor will it create any negative impact to the public health, safety, or welfare.

The purposes of both building coverage limits and setback requirements in the GRA District are to prevent overcrowding, protect light, air, and privacy for neighboring properties, maintain a consistent and attractive neighborhood character, ensure adequate open space and pervious area for stormwater management and aesthetic/open feel, and avoid the visual and functional impacts of overbuilding on narrow or constrained lots. The proposed project furthers these goals even while seeking relief from the numerical standards.

First and foremost, the Property currently contains a garage, and many properties in this established residential neighborhood on Wibird Street contain garages and accessory structures, often located within setbacks due to the age of the neighborhood and preexisting nonconformities. Replacing the dilapidated detached garage with a new, architecturally consistent, integrated garage addition will not alter the essential character of the neighborhood; rather, it will continue and improve upon a feature that speaks to the neighborhood's character.

The removal of the visibly deteriorating garage, as well as the exterior stair case previously serving as secondary means of egress for the two-dwelling structure, and the construction of a new garage structure that is "snugged" into the main house as shown with the proposed east elevation architecture will enhance the streetscape and improve site lines for abutters.

The use of a stacked parking garage will also offer maximum functionality as compared to other traditional two-car garages built on nonconforming lots in the area that look good, but don't function well. The proposed garage will function as a garage is supposed to, keeping cars, and its potential pollutants, inside and out of the elements, as well as off the street.

With respect to setbacks, although recent removal of structures on the abutting property to the south means more of the proposed garage will be visible from that direction, the garage is non-living space. Unlike a kitchen, living area, or bedroom window placed close to a lot line, a garage does not create direct overlook or loss of privacy into the abutting yard. It functions as a buffer that preserves and enhances privacy for both properties. The height of the proposed garage is modest (topping out at approximately 16.5 feet) and appropriate for its use; it is narrower than a typical double-car garage, so it does not require a taller roof massing that would be architecturally necessary to match the main house roof lines. The stepped-back, infill design respects the existing nonconforming building envelope and avoids creating a looming or overbearing presence.

With respect to building coverage, although the percentage increases from the preexisting 25.1% to 30.7%, the compact bundled infill design and reduction in pavement actually increases overall usable open space and pervious area compared to the current condition. This directly furthers the Ordinance's goal of meaningful open space and better stormwater management (supported by the proposed drywell and grading improvements in the Altus drainage memo). A more sprawling detached two-car garage placed farther back to minimize setback relief would consume more of the usable yard, require additional pavement, and reduce, not increase, net open space. The proposed design therefore advances the underlying purpose of the coverage standard more effectively than feasible alternatives.

The proposal reduces impervious surface, which improves drainage for the Property and surrounding properties, and incorporates a drywell for further stormwater management. These improvements serve the public interest in better neighborhood aesthetics, reduced on-street parking pressure, and improved drainage without threatening health, safety, or welfare.

B. Substantial justice will be done by granting the variance relief.

"Any loss to the individual that is not outweighed by a gain to the general public is an injustice." *New Hampshire Office of State Planning, The Board of Adjustment in New Hampshire,*

A Handbook for Local Officials (1997); *Malachy Glen Assoc. Inc v. Town of Chichester*, 155 N.H. 102 (2007).

In this instance, the loss to the Owners if the variance relief is denied is clear and significant. As detailed earlier, the existing detached garage is in a state of significant deterioration. The Owners would be forced to either: (1) retain or attempt to repair the existing dilapidated garage in its current location which would also limit the potential use of the backyard; (2) eliminate garage parking and storage entirely, losing the benefits of indoor parking, security, and weather protection while increasing on-street parking demand; or (3) construct a more sprawling detached garage elsewhere on the narrow lot.

A traditional side-by-side two-car detached garage sized to provide reasonable maneuvering would need to be placed significantly farther back into the usable yard space to accommodate safe vehicle turning given the bay window's constraint on driveway width and geometry. That alternative would require substantially more pavement and impervious surface, consume more of the very open space the project seeks to increase, and reintroduce the sprawling multi-structure effect that the infill design successfully avoids. Alternatively, achieving adequate garage access by significantly altering the main dwelling structure itself (e.g., major modifications to accommodate width or location) would be tragic to the home's historic character and architectural integrity. The proposed integrated infill design is the configuration that allows the reasonable and typical benefit of two-car parking for a rather wide single-family home, while simultaneously increasing net open space, preserving yard usability, and maintaining privacy for abutters.

Denial would impose a substantial loss on the Owners with no corresponding gain to the public by forcing either inadequate parking, restoring a structurally unsafe garage in an even more nonconforming location, or a design that reduces open space and increases impervious coverage more than the proposed plan does. Granting relief achieves substantial justice.

C. The values of surrounding properties will not be diminished by granting the variance relief.

Granting the requested relief will not diminish the value of surrounding properties. As previously noted, many properties in the immediate Wibird Street neighborhood contain preexisting nonconforming setbacks, garages within or near setbacks, and similar lot constraints. The existing garage is visibly dilapidated and detracts from the streetscape and views for abutters. Replacing it with a new, architecturally consistent structure that is integrated into the main house in a seamless manner will improve aesthetics and property values.

The "bundled" infill approach increases usable open space rather than reducing it, benefiting the Owners and abutters alike. The garage, as non-living space, maintains and enhances privacy even where it is more visible due to the removal of structures on the southern abutter's property. Reduced impervious surface and new stormwater infrastructure will mitigate drainage issues that currently affect the Property and potentially neighboring properties. It is reasonable to conclude that the proposed improvements will have a positive, rather than negative, impact on surrounding property values.

D. Literal enforcement of the provisions of the Ordinance would result in an unnecessary hardship.

1. There are special conditions that distinguish the Property from surrounding properties.

The Property has special conditions that distinguish it from surrounding properties and that drive the need for the requested relief. The Property is a preexisting nonconforming lot of record having narrow frontage with a relatively large house footprint for the lot's size. The original construction and placement of the house (off-center, askew and with the bay window), with the later in time additions of a three seasons room, egress stairs, and decks, created preexisting side yard nonconformities and contributed to the preexisting building coverage nonconformity of 25.1%. Even if the house could hypothetically be relocated and centered on the lot (which is neither practical nor proposed), it would still encroach into one or both side setbacks, and doing so would have precluded any reasonable garage access or addition. If this lot was vacant, then requesting this wide of a house on 49.89 of frontage could be unreasonable.

The bay window geometry specifically constrains the driveway width making it unsafe to reduce the width of the proposed garage to lesson or avoid setback relief. A traditional side-by-side two-car detached garage on this narrow lot would require placement significantly farther back into the usable yard to achieve safe maneuvering, resulting in substantially more pavement and impervious surface, greater consumption of open space (the opposite of the project's explicit goal), and reintroduction of the sprawling multi-structure effect that the infill design eliminates.

Altering the main dwelling structure itself to accommodate a garage (e.g., significant modifications to the first floor or foundation) would fundamentally and tragically transform the home's historic character and architectural integrity. The unique constraints of the narrow preexisting lot, the large off-center house with bay window influence on driveway geometry, the house being askew to the property lines, the existing detached garage, which as set forth above has deteriorated beyond repair and presents a safety concern, creating a pinch point, the preexisting coverage nonconformity, and the practical and reasonable need for a two-car garage without sacrificing the open space and privacy gains the project achieves distinguish this Property and necessitate the modest, context-sensitive relief requested. The proposed integrated infill garage addition is the only configuration that delivers reasonable two-car parking while increasing (rather than decreasing) net open space, maintaining privacy for abutters, and respecting the spirit of the existing building envelope.

2. There is no fair and substantial relationship between the general purposes of the ordinance and their specific application to the Property.

The Property was created and the main dwelling constructed well before the City's adoption of zoning regulations in 1927 (and subsequent iterations leading to the current GRA standards). The lot is a preexisting nonconforming lot of record, and the original development pattern established the nonconforming setbacks, coverage, and frontage that exist today, including the preexisting building coverage of 25.1%.

As previously stated, the purposes of setbacks and building coverage standards include creating uniform lots and building envelopes where possible, protecting light/air/privacy, preventing overcrowding, and ensuring adequate open space and pervious area. Here, strict literal application of the current 10-foot side yard and 25% coverage standards to this pre-zoning Property would be impractical and would prevent a reasonable, beneficial modernization that actually increases usable open space and improves drainage through compact infill design rather than sprawling development. The proposed garage addition and deck encroach no farther into the spirit of the existing nonconforming envelope than the original house placement already does; the stepped-back infill configuration respects that envelope while delivering clear benefits to open space, privacy, aesthetics, and stormwater management. There is no fair and substantial relationship between the Ordinance's general purposes and rigidly applying its dimensional standards to block this context-appropriate improvement on a Property that predates those standards.

3. The Proposed Use is Reasonable.

The Property is located in the GRA District and will be a single-family residential use following the proposed conversion from its recent two-family configuration. Two-car garage parking is typical and customary for single-family residences in this district and throughout the City. The Owners are requesting relief to replace a dilapidated detached garage with a new, integrated, architecturally consistent two-car garage addition that improves the Property's functionality, aesthetics, open space, privacy for abutters, and relationship to the street. The proposed use and improvements are entirely reasonable.

Proposed Stipulations

None at this time.

In conclusion, the Owners have demonstrated that the application meets the five criteria for each of the variances sought and respectfully request that the Board approve this application.

Respectfully submitted,

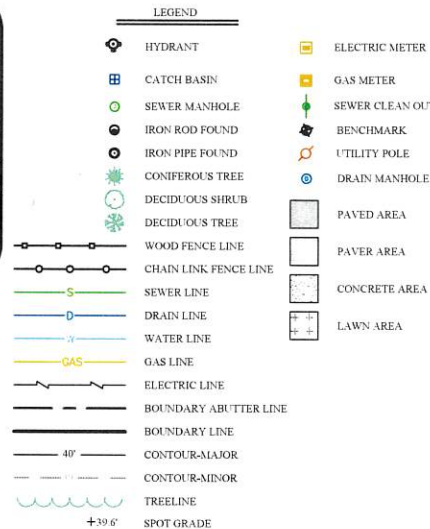
Jonah Goldblatt &
Gabrielle Dell'Aquilo Goldblatt

By and through their Attorney,



Colby T. Gamester, Esquire
154 Maplewood Avenue
Portsmouth, NH 03801
603-427-0000
colby@gamesterlaw.com

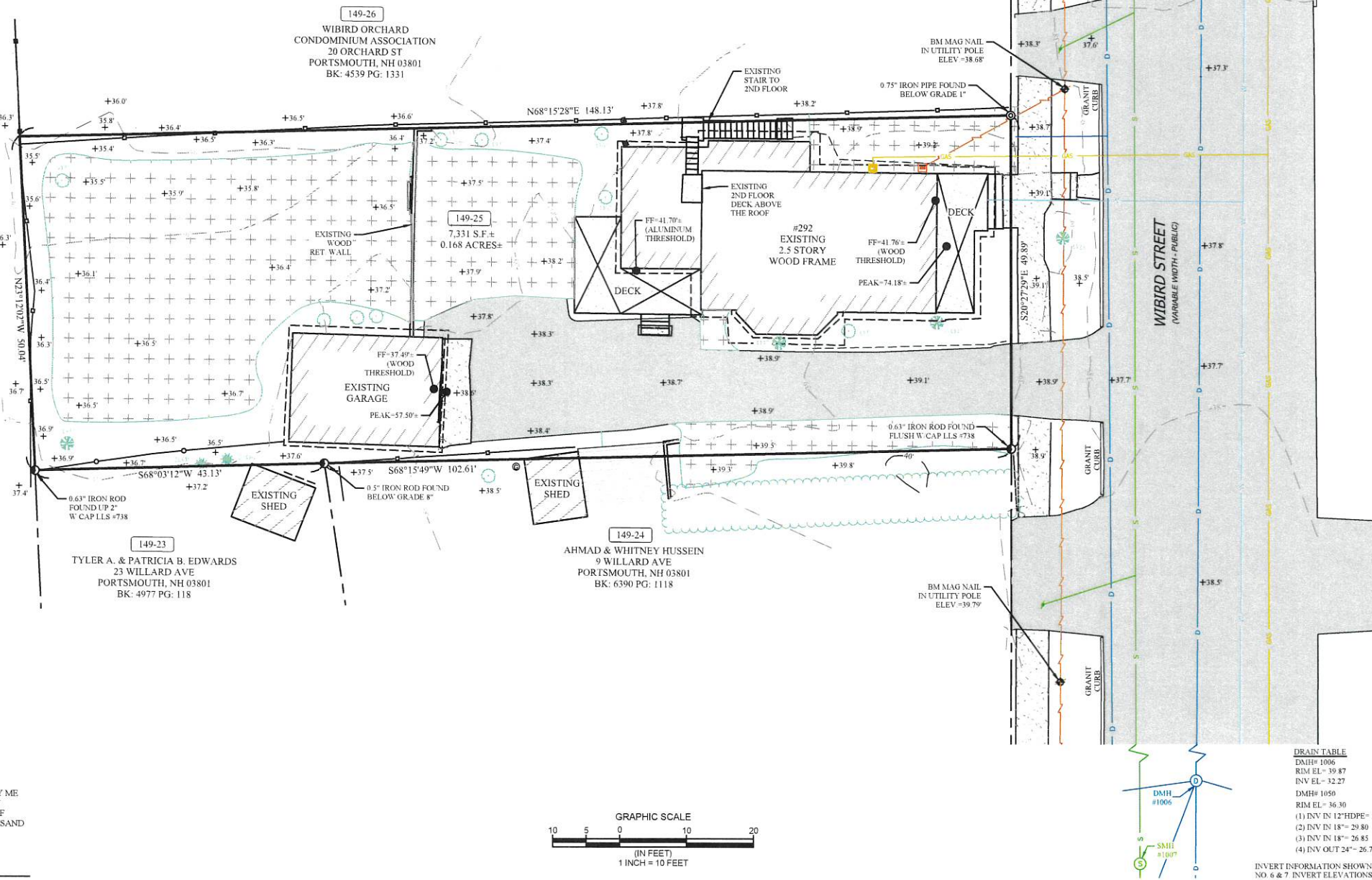
Dated: June 24, 2026

LOCUS
(1" = 500')**NOTES**

- OWNER OF RECORD: MARC GRIFFIN
ADDRESS: 1 CAMELOT WAY, PORTSMOUTH, NH 03801
DEED REFERENCE: BK. 6002 PG. 1412
TAX SHEET: LOT 149-25
- ZONED: GENERAL RESIDENCE A (GRA)
MIN. LOT AREA: 7,500 S.F. FRONT YARD SETBACK: 15'
FRONTAGE: 100' SIDE YARD SETBACK: 10'
MAX. LOT COVERAGE: 25% REAR YARD SETBACK: 20'
MAX. BUILDING HEIGHT: 35 FT (SLOPED ROOF) / 30 FT (FLAT ROOF)
MIN. OPEN SPACE: 30%
- THE INTENT OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS OF THE SUBJECT PARCEL AND THE IMPROVEMENTS THEREON FOR ENGINEERING DESIGN.
- THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED UPON THE FIELD LOCATION OF ALL VISIBLE STRUCTURES (IE CATCH BASINS, MANHOLES, WATER GATES, ETC.) AND INFORMATION COMPILED FROM PLANS OF RECORD, AND PLANS PROVIDED BY UTILITY COMPANIES AND GOVERNMENTAL AGENCIES. ALL CONTRACTORS SHOULD NOTIFY, IN WRITING, SAID AGENCIES PRIOR TO ANY EXCAVATION WORK, AND CALL DIG-SAFE @ 1-888-DIG-SAFE.
- HORIZONTAL DATUM: NAD83, VERTICAL DATUM: NAVD83, ESTABLISHED BY SURVEY GRADE GPS OBSERVATIONS, UNITS: US SURVEY FOOT.
- THE PLAN IS BASED UPON A FIELD SURVEY COMPLETED IN APRIL OF 2026 WITH TRIMBLE S5 ROBOTIC TOTAL STATION, CARLSON BRX7 RTK GPS UNITS, PANASONIC FZ-M1/1000 TSCT DATA COLLECTORS.
- THE PARCEL SHOWN HEREON LIES WITHIN ZONE X (AREA OF MINIMAL FLOOD HAZARD) AS IDENTIFIED ON FLOOD INSURANCE RATE MAP, ROCKINGHAM COUNTY, NEW HAMPSHIRE, MAP NUMBER 33015C029F, EFFECTIVE DATE 1/29/2021 BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
- CONTRACTOR TO VERIFY SITE BENCHMARKS BY LEVELING BETWEEN 2 BENCHMARKS PRIOR TO THE ESTABLISHMENT OF ANY GRADES OR ELEVATIONS. DISCREPANCIES ARE TO BE REPORTED TO JAMES VERRA AND ASSOCIATES, INC.

REFERENCE PLANS

- "LOT PLAN, 280 WIBIRD ST, PORTSMOUTH, N.H." DATED AUGUST 1940, PREPARED BY JOHN W. DURGIN C.E. ON FILE WITH THIS OFFICE. JWD FILE #1259-1.
- "LAND ON WILLARD AVE, PORTSMOUTH, N.H. ANNIE M. BOHAN TO ANAST A. MARINOS" DATED DECEMBER 1946, PREPARED BY JOHN W. DURGIN C.E. ON FILE WITH THIS OFFICE. JWD FILE #1259-2.
- "PLAN OF LAND BELONGING TO MISS SIDNE J. MARSTON, PORTSMOUTH, N.H." DATED OCTOBER 7, 1898, PREPARED BY A. C. HOYT SURVEYOR R.C.R.D. #00115.
- "PLAN OF LAND BELONGING TO JOHN F. LEAVITT, PORTSMOUTH, N.H." DATED AUGUST 10, 1898, PREPARED BY UNKNOWN, R.C.R.D. #00388.
- "SUBDIVISION OF LAND FOR JOHN & LINDA ELLISON, 9 WILLARD AVENUE, PORTSMOUTH, N.H." DATED DECEMBER 1997, PREPARED BY AMBIT SURVEY CIVIL ENGINEERS & LAND SURVEYORS R.C.R.D. 12-26179.
- "EXISTING CONDITIONS" DATED NOVEMBER 25, 2020, MAP PREPARED BY CITY OF PORTSMOUTH PUBLIC WORKS.
- "EXISTING CONDITIONS PLAN, WILLARD AVENUE IMPROVEMENT PROJECT, WILLARD AVENUE, ORCHARD & ASH STREETS & ORCHARD COURT, PORTSMOUTH, NEW HAMPSHIRE, CMA ENGINEERS, INC." DATED DECEMBER 2, 2021, PREPARED BY JAMES VERRA & ASSOCIATES, INC. ON FILE WITH THIS OFFICE. JVA JOB #23944.



133-35
DYLAN D. THOMAS
2018 FAMILY TRUST
DYLAN D. THOMAS TRUSTEE
279 WIBIRD ST
PORTSMOUTH, NH 03801
BK: 6390 PG: 1118

132-11
JOSHUA C. & AIME F.
RAYMOND
293 WIBIRD ST
PORTSMOUTH, NH 03801
BK: 4847 PG: 1464

132-12
WIENANDS 2024 FAMILY TRUST
CHRISTOPH & APRIL GUILLE
WIENANDS TRUSTEE
307 WIBIRD ST
PORTSMOUTH, NH 03801
BK: 6545 PG: 1145

DRAIN TABLE

DMH# 1006
RIM EL. = 39.87
INV EL. = 32.27
DMH# 1050
RIM EL. = 36.30
(1) INV IN 12"HDPE = 29.45
(2) INV IN 18" = 29.80
(3) INV IN 18" = 26.85
(4) INV OUT 24" = 26.75

SEWER TABLE

SMH# 1007
RIM EL. = 39.77
INV = 30.92
SMH# 1049
RIM EL. = 35.79
(1) INV IN 6" PVC = 24.77
(2) INV IN 24" PVC = 23.85
(3) INV OUT 24" PVC = 23.70

INVERT INFORMATION SHOWN HEREON WAS TAKEN FROM REFERENCE PLAN NO. 6 & 7. INVERT ELEVATIONS AND UTILITY LOCATIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO DESIGN OR CONSTRUCTION.

SURVEYOR:



100 GRIFFIN ROAD, UNIT C
PORTSMOUTH, N.H. 03801
603-436-3557 • 2026
www.jvasurveyors.com
JOB NO. 26-2035

ENGINEER:



133 Court Street
(603) 433-2335
Portsmouth, NH 03801
www.altus-eng.com

ISSUED FOR:

ENGINEERING REVIEW

ISSUE DATE:

05-18-2026

REVISIONS

NO. DESCRIPTION BY DATE

DRAWN BY: CD/DK

APPROVED BY: RMF

DRAWING FILE: 26-2035 EXCON DWG

SCALE:

22" x 34" - 1" = 10'
11" x 17" - 1" = 20'

OWNER:

MARC GRIFFIN
1 CAMELOT WAY
PORTSMOUTH, NH 03901

APPLICANT:

MARC GRIFFIN
1 CAMELOT WAY
PORTSMOUTH, NH 03901

PROJECT:

**292 WIBIRD STREET
PORTSMOUTH
NEW HAMPSHIRE
TAX MAP 149, LOT 25**

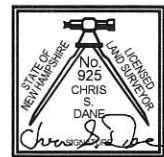
TITLE:

**EXISTING
CONDITIONS
PLAN**

SHEET NUMBER:

V-1

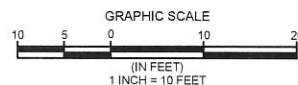
ALTUS JOB# P5763

**SURVEYOR'S CERTIFICATION**

"I HEREBY CERTIFY THAT THIS SURVEY AND PLAT WERE PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION AND IS THE RESULT OF AN ACTUAL FIELD SURVEY MADE ON THE GROUND AND HAS AN ERROR OF CLOSURE OF GREATER ACCURACY THAN ONE PART IN FIFTEEN THOUSAND (1:15,000)."

Chris S. Davis
LICENSED LAND SURVEYOR

5/18/2026
DATE



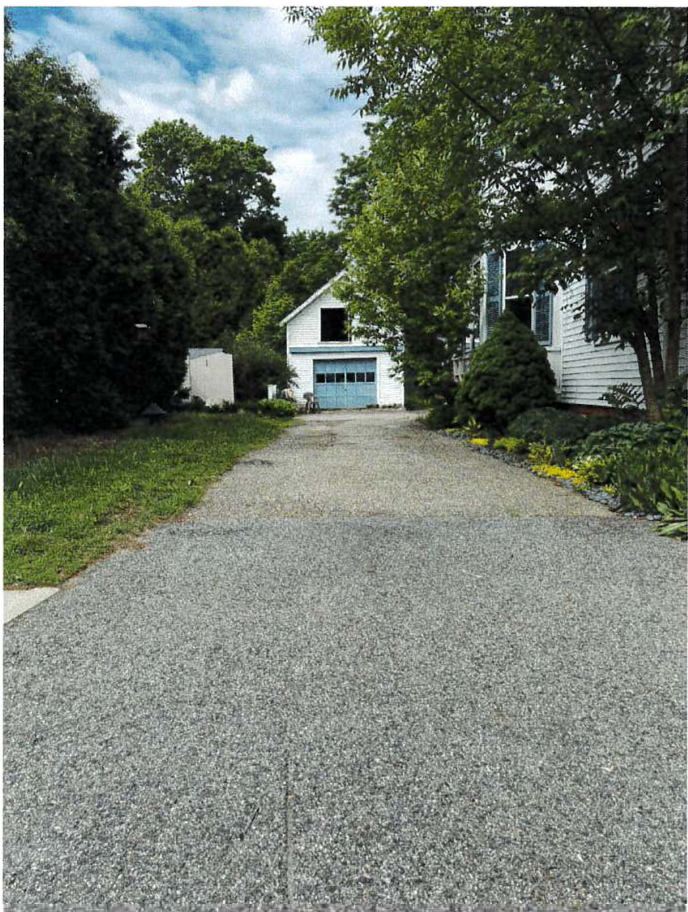
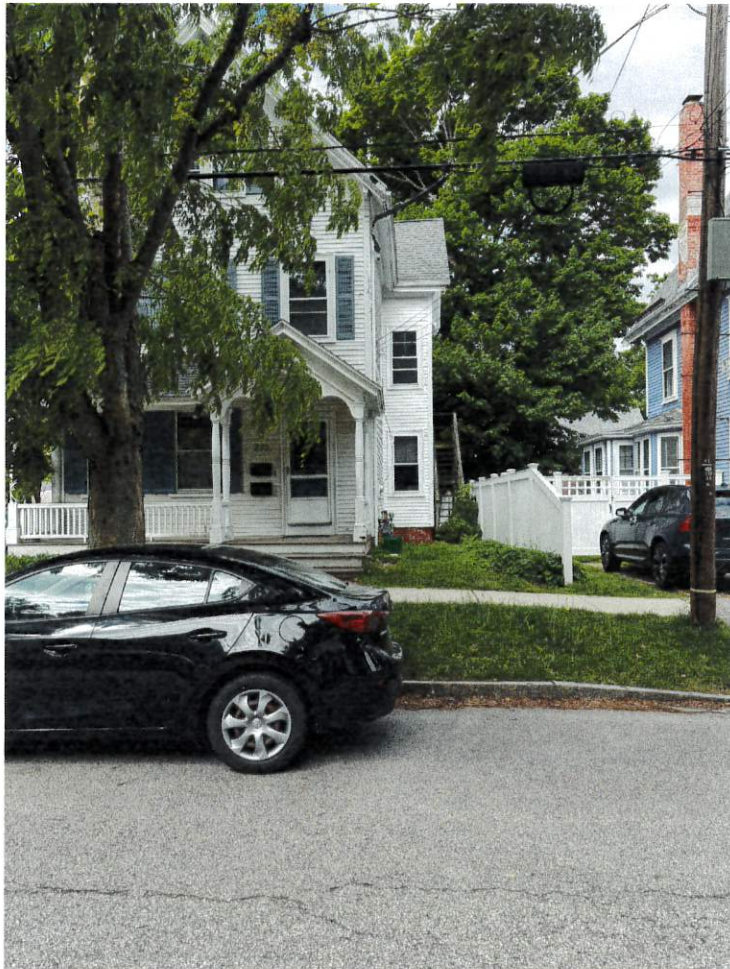
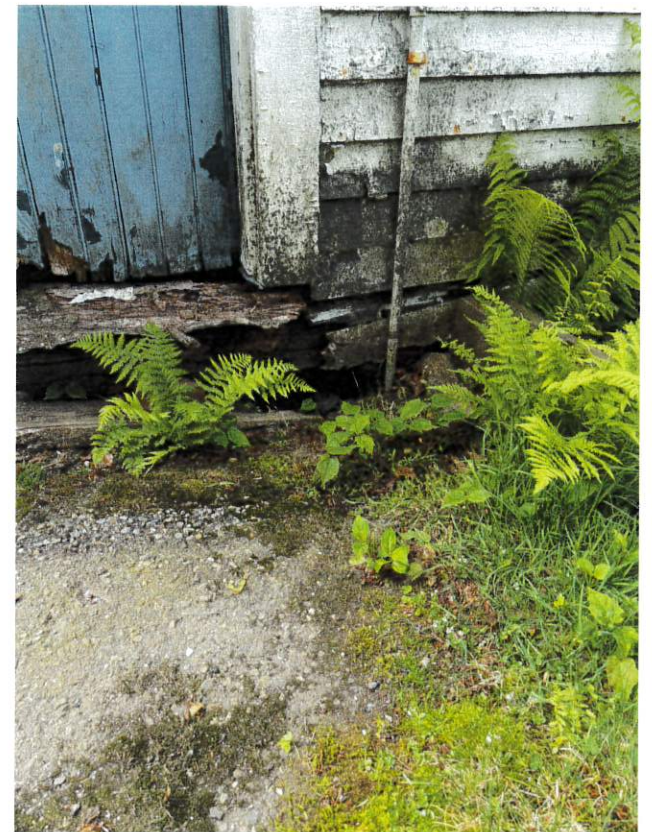


EXHIBIT B











Book: 6698 Page: 1637

E # 26013081 04/16/2026 01:57:07 PM
Book 6698 Page 1637 Page 1 of 2
Register of Deeds, Rockingham County



LCHIP	ROA737861	25.00
TRANSFER TAX	RO142473	17,850.00
RECORDING		14.00
SURCHARGE		2.00

WARRANTY DEED

KNOW ALL PERSONS BY THESE PRESENTS: That **Marc Griffin**, married, of 1 Camelot Way, Berwick, ME 03901, for consideration paid grants to **Jonah Goldblatt** and **Gabrielle Dellaquila Goldblatt**, husband and wife, of 200 E 72nd Street, Apt 2B, New York, NY 10021, as Joint Tenants with Rights of Survivorship, with WARRANTY COVENANTS:

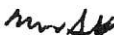
A certain lot of land with the buildings thereon, situate on the Westerly side of Wibird Street in Portsmouth, in the County of Rockingham and State of New Hampshire, more particularly bounded and described as follows, viz:

Northerly by land now or formerly of James E. Scammon and Mary Scammon, there measuring 145 feet, more or less; Easterly by Wibird Street, there measuring 50 feet, more or less; Southerly by land now or formerly of Albert Isselbacher and Flori Isselbacher, there measuring 145 feet, more or less; Westerly by land now or formerly of Annie M. Bohan, there measuring 50 feet, more or less.

Meaning and intending to describe and convey the same premises conveyed to Marc Griffin, by virtue of a Deed from Robert A. Cimini, dated May 23, 2019 and recorded at the Rockingham County Registry of Deeds in Book 6002, Page 1412.

This is not homestead property of the grantor or his spouse.

Executed this 9th day of April, 2026.

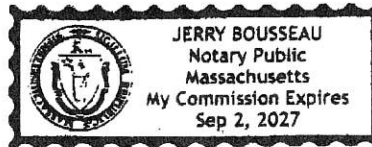


Marc Griffin

State of Massachusetts
County of Suffolk

On April 9th, 2026, before me, the undersigned officer, personally appeared the above-named, **Marc Griffin**, and proved to me through satisfactory evidence of identification, which was a driver's license, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he signed it voluntarily for its stated purpose.

Jerry Bousseau
Name: Jerry Bousseau
Title: Notary Public
My Commission Expires: 09-02-27





LOCUS (N.T.S.)

REFERENCE PLAN

"EXISTING CONDITIONS PLAN, TAX MAP 149, LOT 25, 292 WIBIRD STREET, PORTSMOUTH, NH", BY JAMES VERRA AND ASSOCIATES, INC., DATED MAY 18, 2026.

ZONING SUMMARY

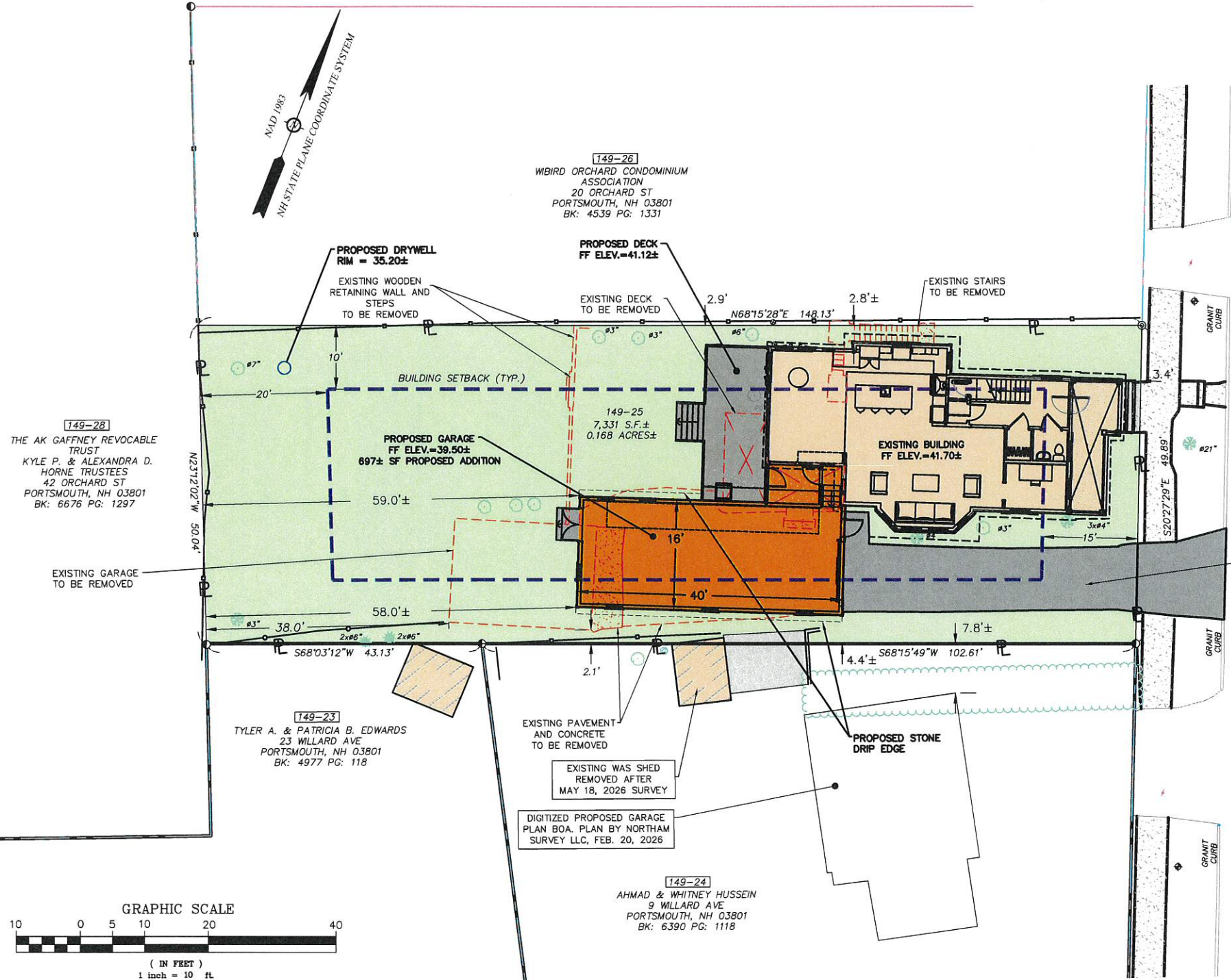
ZONE: GRA (GENERAL RESIDENCE A) - EXISTING RESIDENCE TO BE REPLACED WITH SAME
EXISTING LOT AREA: 0.168 AC ± (7,331 S.F. ±)

DIMENSIONAL REQUIREMENTS

	REQUIRED	EXISTING	PROPOSED
MIN. LOT AREA:	7,500 S.F.	7,331 S.F. ±	7,331 S.F. ±
MIN. LOT AREA PER DWELLING UNIT:	7,500 S.F.	3,666 S.F. ± *	7,331 S.F. ±
DWELLING UNITS:	-	2	1
MIN. STREET FRONTAGE:	100'	49.89' ±	49.89' ±
MIN. LOT DEPTH:	70'	146.90' ± (AVERAGE)	146.90' ± (AVERAGE)
FRONT SETBACK:	15'	3.40' ±	3.40' ±
SIDE SETBACK (LEFT):	10'	2.13' ±	4.40' ± **
SIDE SETBACK (RIGHT):	10'	0' ±	2.8' ± **
REAR SETBACK:	20'	38.0' ±	58.0' ±
MAX. HEIGHT (SLOPED ROOF):	35'	<35'	<35' (PROP.)
MAX. BUILDING COVERAGE:	25 %	25.1 % ± (INCL. DECK & STEPS)	30.7 % ± (INCL. DECK & STEPS) **
MIN. OPEN SPACE:	30 %	58.2 % ± (4265 SF ±)	61.9 % ± (4,535 SF ±)
* EXISTING LOT OF RECORD			
** VARIANCE REQUIRED			

NOTES:

1. THE PURPOSE OF THIS PLAN IS TO OBTAIN A BOARD OF ADJUSTMENT SITE PLAN APPROVAL TO REPLACE THE EXISTING GARAGE ON THE LOT WITH A SLIGHTLY LARGER GARAGE ATTACHED TO THE EXISTING SINGLE FAMILY RESIDENCE WHILE IMPROVING THE LEFT SIDE SETBACK, AND REPLACE THE EXISTING DECK WITH A SLIGHTLY LARGER DECK.
2. THERE ARE NO WETLANDS ON THE PROPERTY.
3. BUILDING COVERAGE CALCULATIONS:
EX. RESIDENCE (1,386 SF±) + EX. GARAGE (365 SF±) + EX. STEPS (84 SF±) = 1,837 SF±
1,837 SF ± / 7,331 SF = 25.1% ±
PROP. GARAGE & DECK (1,045 SF±) + EXIST. BUILDING TO REMAIN (1,204 SF±) = 2,249 SF±
2,249 SF ± / 7,331 SF = 30.7% ±
4. IMPERVIOUS COVERAGE/OPEN SPACE CALCULATIONS:
EX. BLDG COVERAGE (1,837 SF ±) + DRIVEWAY & CONCRETE (1,189 SF±) + EX. ABUTTING PATIO (23 SF±) + EX. RET. WALLS (17 SF±) = 3,066 SF± = 41.8%
THEREFORE OPEN SPACE = 58.2%
PROP. GARAGE & MUDROOM (803 SF±) + PROP. DECK (272 SF±) + PROP. DRIVEWAY (470 SF±) + EXIST. BUILDING & STEPS (1,222 SF±) + ABUTTING STRUCTURES (29 SF±) = 2,796 SF± = 38.1% ±
THEREFORE OPEN SPACE = 61.9% ±



ENGINEER:

ALTUS
ENGINEERING

133 Court Street Portsmouth, NH 03801
(603) 433-2335 www.altus-eng.com



ISSUED FOR: APPROVAL

ISSUE DATE: JUNE 23, 2026

REVISIONS

NO.	DESCRIPTION	BY	DATE
0	INITIAL SUBMISSION	EDW	06/23/26

DRAWN BY: PUL
APPROVED BY: EDW
DRAWING FILE: 5763.DWG

SCALE:
22" x 34" - 1" = 10'
11" x 17" - 1" = 20'

APPLICANT/OWNER:

**JONAH GOLDBLATT &
GABRIELLE DELLAQUILLO**
200 E 72ND STREET APT. 2B
NEW YORK, NY 10021

PROJECT:

**GARAGE
RECONSTRUCTION
292 WIBIRD STREET
TAX MAP 149
LOT 25
PORTSMOUTH, NH**

TITLE:

**BOARD OF
ADJUSTMENT
SITE PLAN**

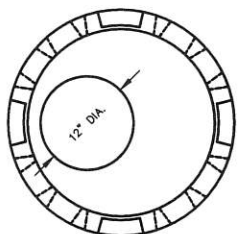
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C - 1

P5763

REFERENCE PLAN

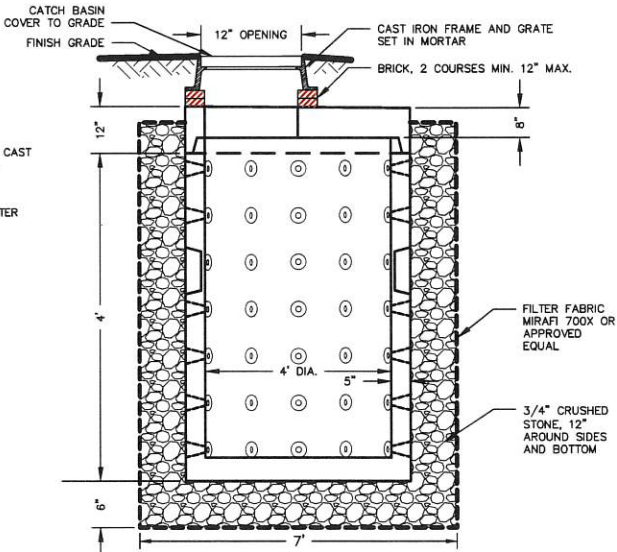
"EXISTING CONDITIONS PLAN, TAX MAP 149, LOT 25, 292 WIBIRD STREET, PORTSMOUTH, NH", BY JAMES VERRA AND ASSOCIATES, INC., DATED MAY 18, 2026.



PLAN VIEW

NOTES:

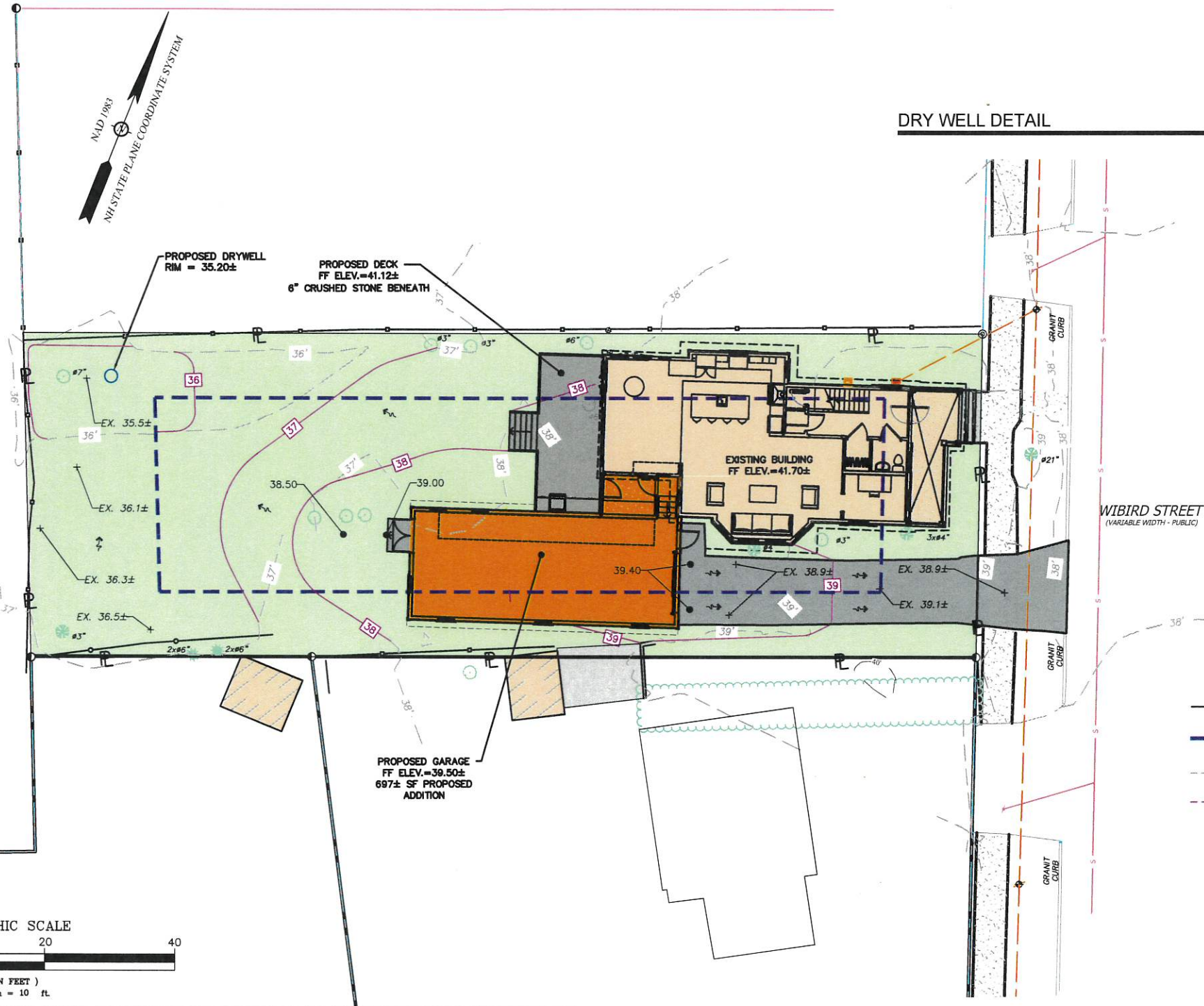
1. TO ACCOMMODATE A 48" CAST IRON FRAME AND GRATE.
2. GRATE OPENING MAY BE OFFSET OR CENTERED IN STRUCTURE TOP.
3. CONCRETE: 4,000 PSI AFTER 28 DAYS.



SECTION VIEW

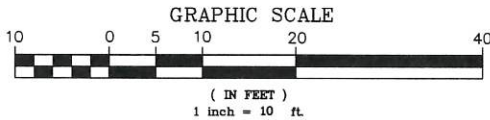
NOT TO SCALE

DRY WELL DETAIL



LEGEND:

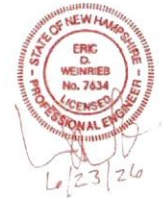
- IRON REBAR SET
- IRON ROD FOUND
- IRON PIPE FOUND
- WOOD FENCE
- CHAINLINK FENCE
- BRICK
- CONCRETE
- ROCKINGHAM COUNTY REGISTRY OF DEEDS
- TAX SHEET / LOT NO.
- LA LANDSCAPED AREA
- DECIDUOUS TREE
- CONIFEROUS TREE
- TREE LINE
- SHRUB
- BIR BIRCH
- MPL MAPLE
- PROPERTY LINE
- BUILDING SETBACK LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING SPOT GRADE
- PROPOSED SPOT GRADE
- PROPOSED BUILDING
- EXISTING IMPERVIOUS
- PROPOSED IMPERVIOUS
- PROPOSED LANDSCAPED AREA



ENGINEER:

ALTUS
ENGINEERING

133 Court Street Portsmouth, NH 03801
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JUNE 23, 2026

REVISIONS

NO.	DESCRIPTION	BY	DATE
0	INITIAL SUBMISSION	EDW	06/23/26

DRAWN BY:

PJL

APPROVED BY:

EDW

DRAWING FILE:

5763.DWG

SCALE:

22" x 34" - 1" = 10'
11" x 17" - 1" = 20'

APPLICANT/OWNER:

JONAH GOLDBLATT &
GABRIELLE DELLAQUILLO
200 E 72ND STREET APT. 2B
NEW YORK, NY 10021

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GARAGE
RECONSTRUCTION
292 WIBIRD STREET
TAX MAP 149
LOT 25
PORTSMOUTH, NH

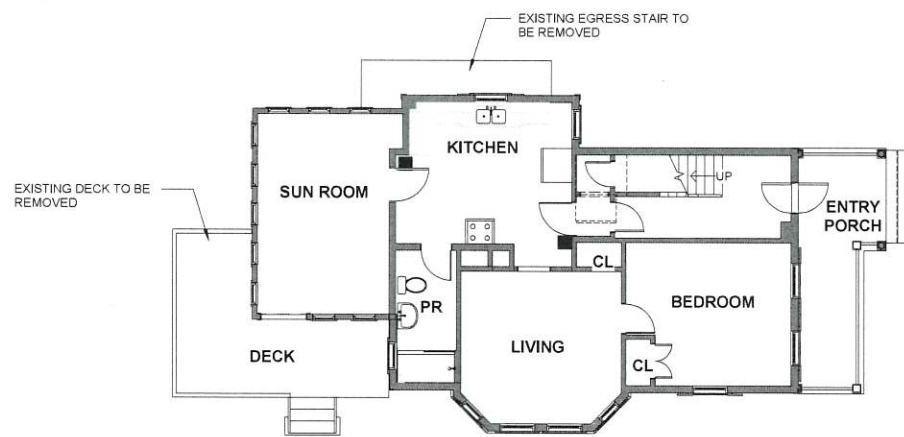
TITLE:

PRELIMINARY
GRADING PLAN

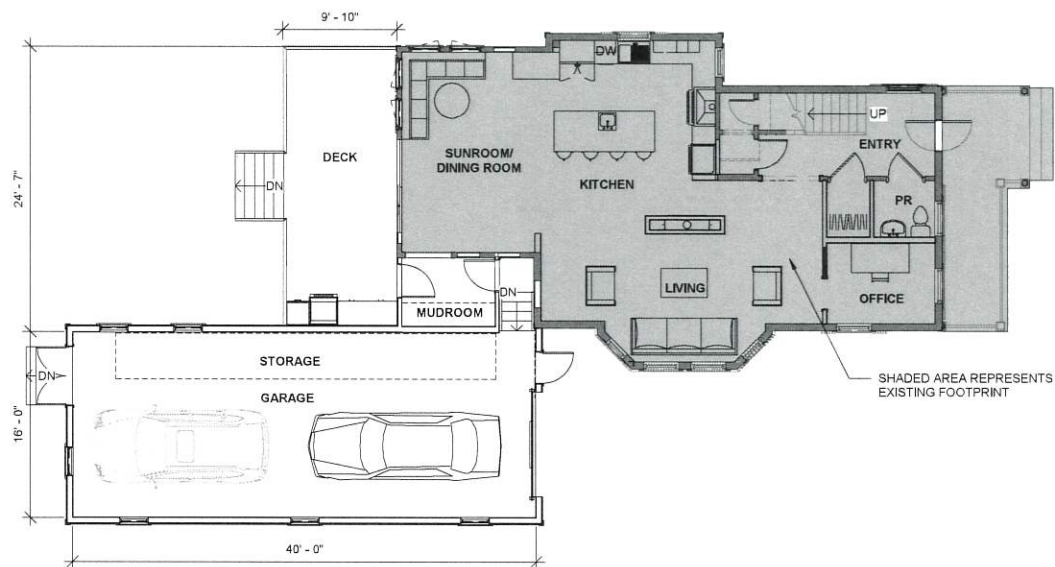
SHEET NUMBER:

C - 2

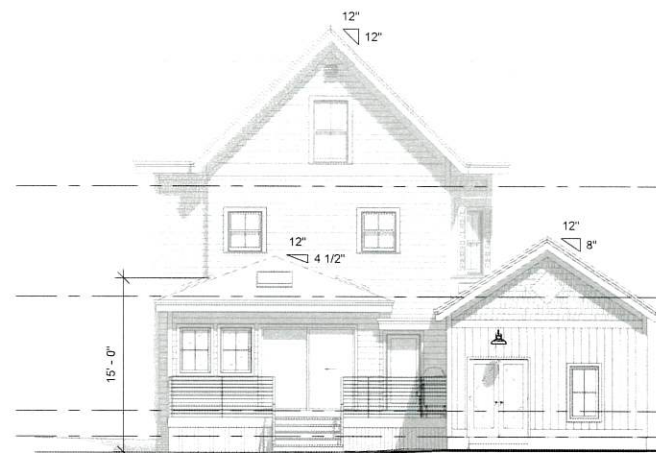
P5763



1 EXISTING FIRST FLOOR PLAN
1/8" = 1'-0"



2 PROPOSED FIRST FLOOR PLAN
1/8" = 1'-0"



3 WEST ELEVATION
1/8" = 1'-0"



4 SOUTH ELEVATION
1/8" = 1'-0"



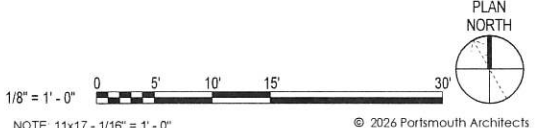
5 EAST ELEVATION
1/8" = 1'-0"



6 NORTH ELEVATION
1/8" = 1'-0"



GRAPHIC SCALE(S)



SINGLE FAMILY RENOVATION

292 WIBIRD STREET, PORTSMOUTH, NH 03801

FLOOR PLANS AND ELEVATIONS

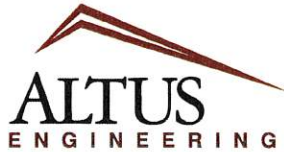
4 Market Street
Portsmouth, New Hampshire
603.430.0274



PORTSMOUTH
ARCHITECTS

A0

06/24/2026
Scale: 1/8" = 1'-0"
PA: MM / MG
Project Number: 26045



**Civil
Site Planning
Environmental
Engineering**

133 Court Street
Portsmouth, NH
03801-4413

Drainage Memorandum

Date: June 23, 2026

Project: **Tax Map 149 Lot 25
292 Wibird Street
Portsmouth, NH 03801
Altus Project No. 5763**

Prepared by: Patrick Lamott, Engineer II

A handwritten signature in blue ink that reads "Patrick Lamott".

Eric, D. Weinrieb, PE

A handwritten signature in blue ink that reads "Eric D. Weinrieb".

Altus has prepared Board of Adjustment Site Plans on behalf of the applicant, Jonah Goldblatt & Gabrielle Dellaquilo for the proposed project located on Tax Map 149 Lot 25 at 292 Wibird Street. The project proposes to demolish an existing deck and detached garage and construct an attached garage, mudroom, and expanded deck. As it exists, the lot is approximately 41.8% (3,066 square feet +/-) impervious and there is no existing drainage infrastructure on the property. The project proposes to decrease the impervious coverage by 237 square feet +/- to approximately 38.6%.

With the reduction in impervious surfaces there will be an overall reduction in stormwater runoff. The rear yard of the site is depressed with no runoff discharging from the site. Altus has visited the site after modest rainfall events and did not observe any surface water ponding. The construction of the proposed project will decrease the runoff towards the rear yard, however Altus proposes that a leaching catch basin, drywell, is installed to improve drainage on the property and mitigate runoff from the abutting properties. The proposed drywell provides the site with the ability to drain in frozen conditions and is capable of storing approximately 37.7 cubic feet of water before infiltration. The proposed wooden deck will have 6" of crushed stone beneath it to allow for infiltration. We believe the reduction in impervious coverage and installation of drainage infrastructure with the proposed project will improve the existing conditions at the property and abutting residences. Due to the reconfiguration of the structures there is a slight increase in runoff towards Wibird Street. It is Altus' opinion that the increase is de minimis and will not adversely impact the Wibird Street Right-of-way.

Please feel free to reach out if you have any questions or need additional information.