Auburn VALLEY

STATE PARK ✤ YORKLYN, DE

YORKLYN/AUBURN VALLEY
DESIGN GUIDELINES

Prepared for DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENTAL CONTROL

WRT

DELAWARE DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENTAL CONTROL

Auburn VALLEY

STATE PARK ✤ YORKLYN, DE

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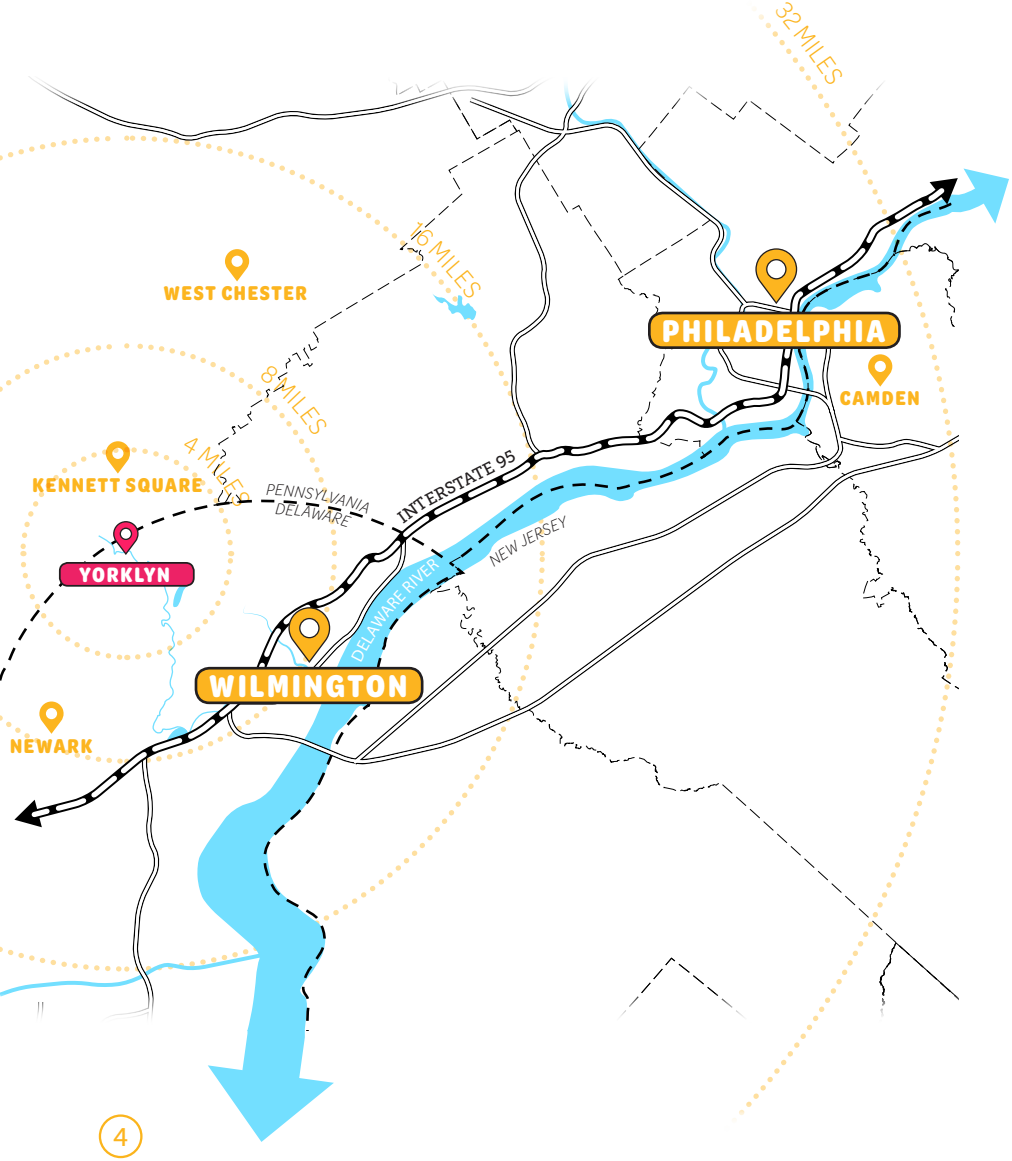
Yorklyn Design Guidelines



WHY DO WE NEED DESIGN GUIDELINES?

The Design Guidelines for Yorklyn/Auburn Valley were created by the Delaware Department of Natural Resources and Environmental Control to ensure Auburn Valley is maintained as a place for people to live, enjoy nature, recreate, and work. These Design Guidelines apply to all land uses and zones mapped out in this document, which may be referred to or cited as the "Design Guidelines" or "Guidelines." The Design Guidelines are intended to be used for all new developments and redevelopments within the bounds of the area. While each site and project may have a unique set of opportunities and constraints, these Design Guidelines will contribute to creating a cohesive character where multiple individual developments tie into a locally authentic sense of place that exemplifies the unique characteristics and history of the Auburn Valley. Development plans that were in progress prior to the creation and publication of this guide may vary from some of the specific recommendations, as may be deemed appropriate by DNREC."

USING THE GUIDELINES

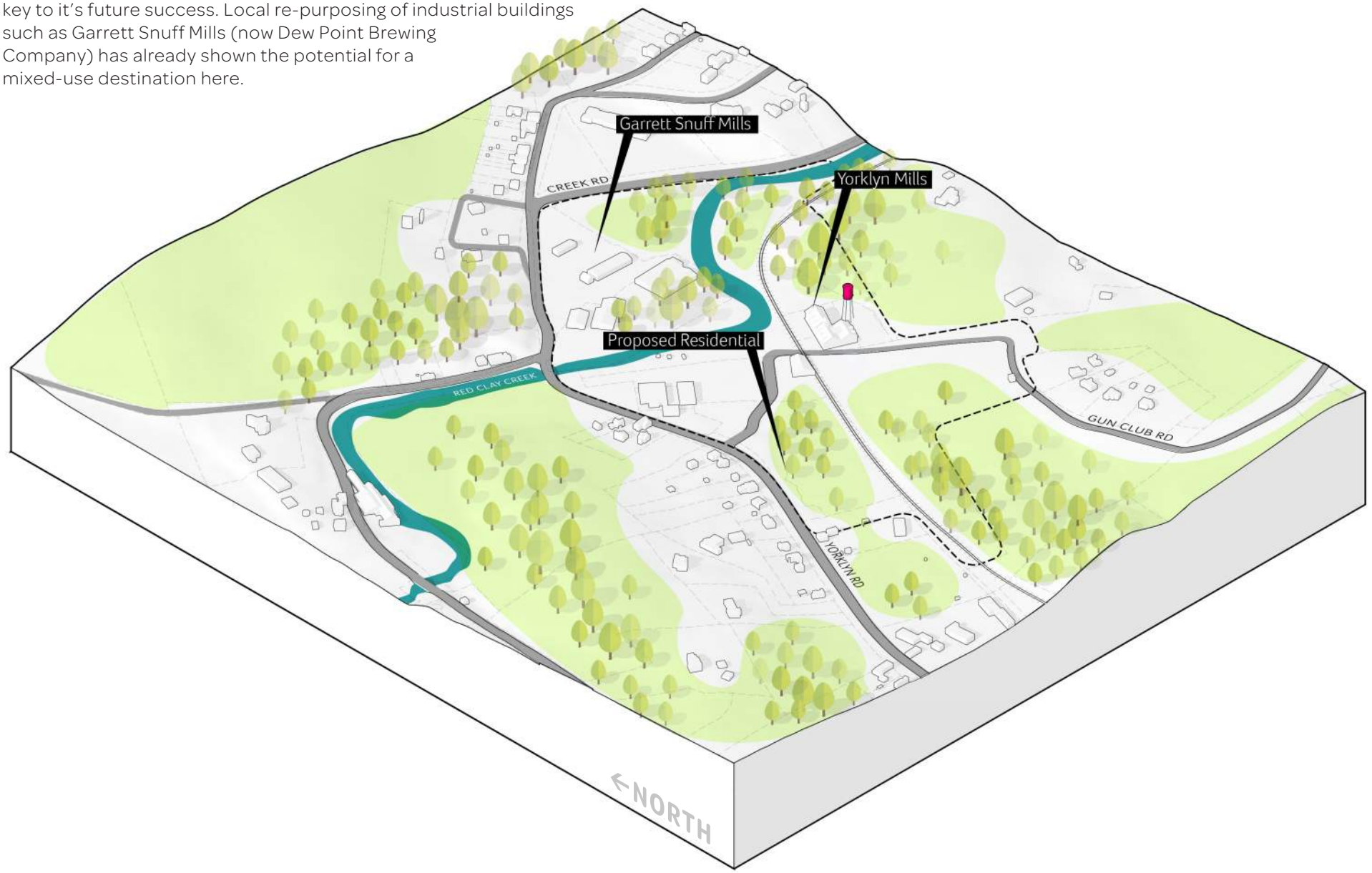
This document provides Design Guidelines for development in Auburn Valley, Yorklyn, Delaware. The guidelines are intended to ensure that development adheres to context-sensitive design. Design principles for Auburn Valley incorporate the unique features of the community and are written to ensure all projects take into consideration their unique settings to deliver development that enhances and complement their context.

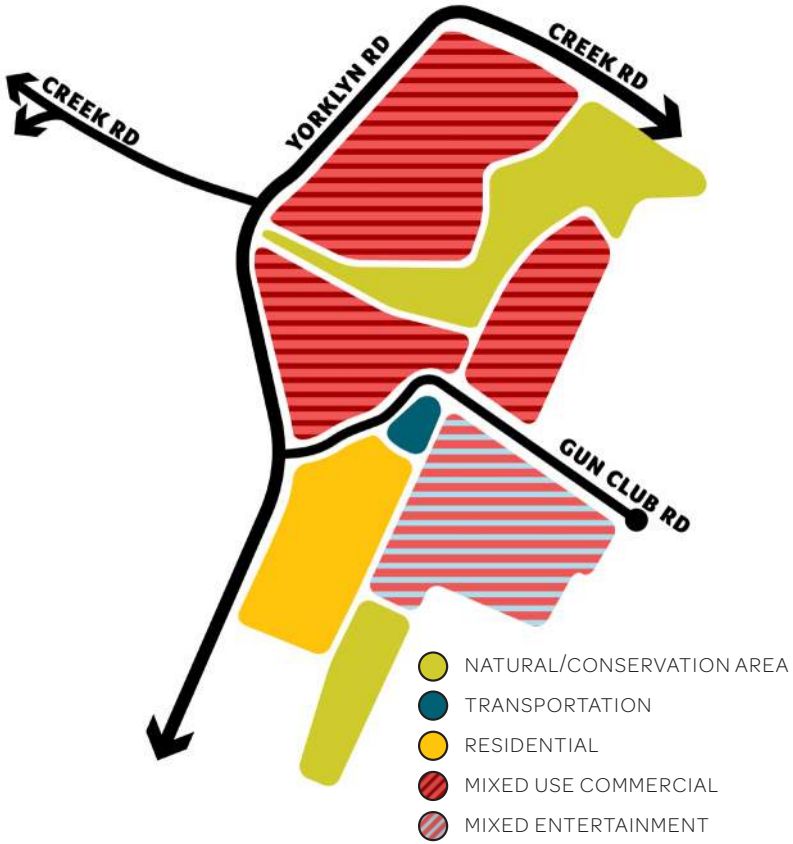
GOALS:

+ Create vibrant nodes of activity
+ Honor the history and character of Auburn Valley
+ Ensure context-sensitive and sustainable design

SITE CONTEXT

Located in the Auburn Valley, Yorklyn's dynamic industrial past is the key to it's future success. Local re-purposing of industrial buildings such as Garrett Snuff Mills (now Dew Point Brewing Company) has already shown the potential for a mixed-use destination here.





WHO SHOULD USE THE GUIDELINES?

Guidelines are provided for property owners, developers, and designers choosing to develop within Auburn Valley, with the intent to achieve a common vision for development and adaptive re-use projects within the zones defined in this document.

USES & ZONES

The site is divided into six different zones for development. Each zone is delineated in the "Development Typology Diagram"

1. NATURAL / CONSERVATION AREA

Composed of existing conservation or natural areas. These zones should be reserved for open space and public realm linkages. Appropriate development in this zone may include: trails, information kiosks, bridges, recreational rental facilities, and other low-intensity, recreation and conservation activities.

2. TRANSPORTATION (TRAIN STATION)

This zone highlights the unique opportunity the train crossing provides for the site. It is envisioned that this area will include a train station and related uses, such as convenience retail and public realm and streetscape improvements. Special consideration should be given to improving the pedestrian experience and ensuring safe crossings.

3. RESIDENTIAL (TOWNHOMES + MULTIFAMILY)

While residential uses are recommended elsewhere on the site, the residential zone is intended to be single-use residential with townhomes and multifamily developments. While not as public-facing as other zones, the residential area should still incorporate key character elements to maintain consistency and cohesion with the rest of site.

4. MIXED-USE COMMERCIAL

Appropriate uses in this zone include retail, restaurants, breweries, multi-family housing, offices, and other commercial activities.

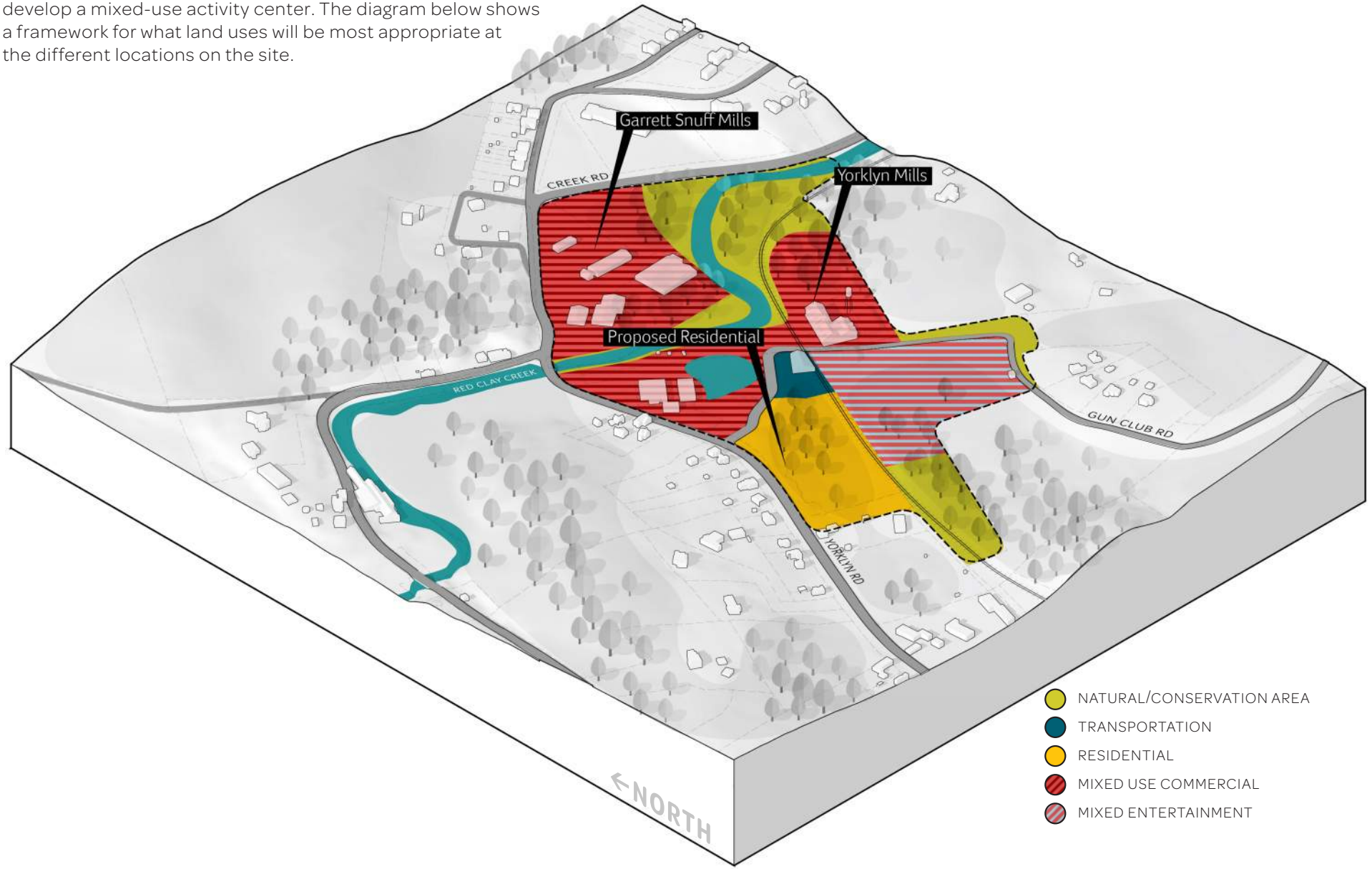
This area includes the Yorklyn Mills site, a key adaptive reuse opportunity on the site. By leveraging adaptive reuse on this site there is an opportunity to create unique co-working, makers spaces, and traditional offices adjacent to other historic elements on the site. These uses have already occurred nearby at Garrett Snuff Mills which now houses Dew Point Brewing Company.

5. MIXED USE ENTERTAINMENT

This area includes the proposed site of a new entertainment venue intended to create a vibrant node of activity on the site. Other appropriate uses on this site include complimentary entertainment uses like restaurants, convenience retail, and small commercial spaces.

DEVELOPMENT TYPOLOGY

Planned developments should build on the existing character to develop a mixed-use activity center. The diagram below shows a framework for what land uses will be most appropriate at the different locations on the site.



MOBILITY IN YORKLYN

1 WILMINGTON WESTERN RR

Running 10 miles from Greenbank to Hockessin, trains carry tourists passing through Yorklyn.

2 AUBURN VALLEY/RED CLAY CREEK TRAIL

The 1.3 mile segmant of the larger proposed Kennett Greenway, this multi-use path hosts everyone from hikers to visitors taking steam car rides.

3 YORKLYN ROAD

The main vehicular point of access to Yorklyn.

MOBILITY

New development should work within the existing mobility systems in the site. The "Mobility Framework" highlights the existing transportation systems that connect Yorklyn to it's neighbors and surrounding region.

MULTIMODAL INFRASTRUCTURE COMPONENTS

These guidelines aim to foster a safe pedestrian-oriented public realm environment. Working with existing vehicular and rail/utility infrastructure across the site development in Yorklyn will integrate improvements through the following:

+ Enhanced access to trails and non-vehicular paths.
+ Walkable new streets and intersections that prioritize pedestrian safety.
+ Safe and accessible train crossings.

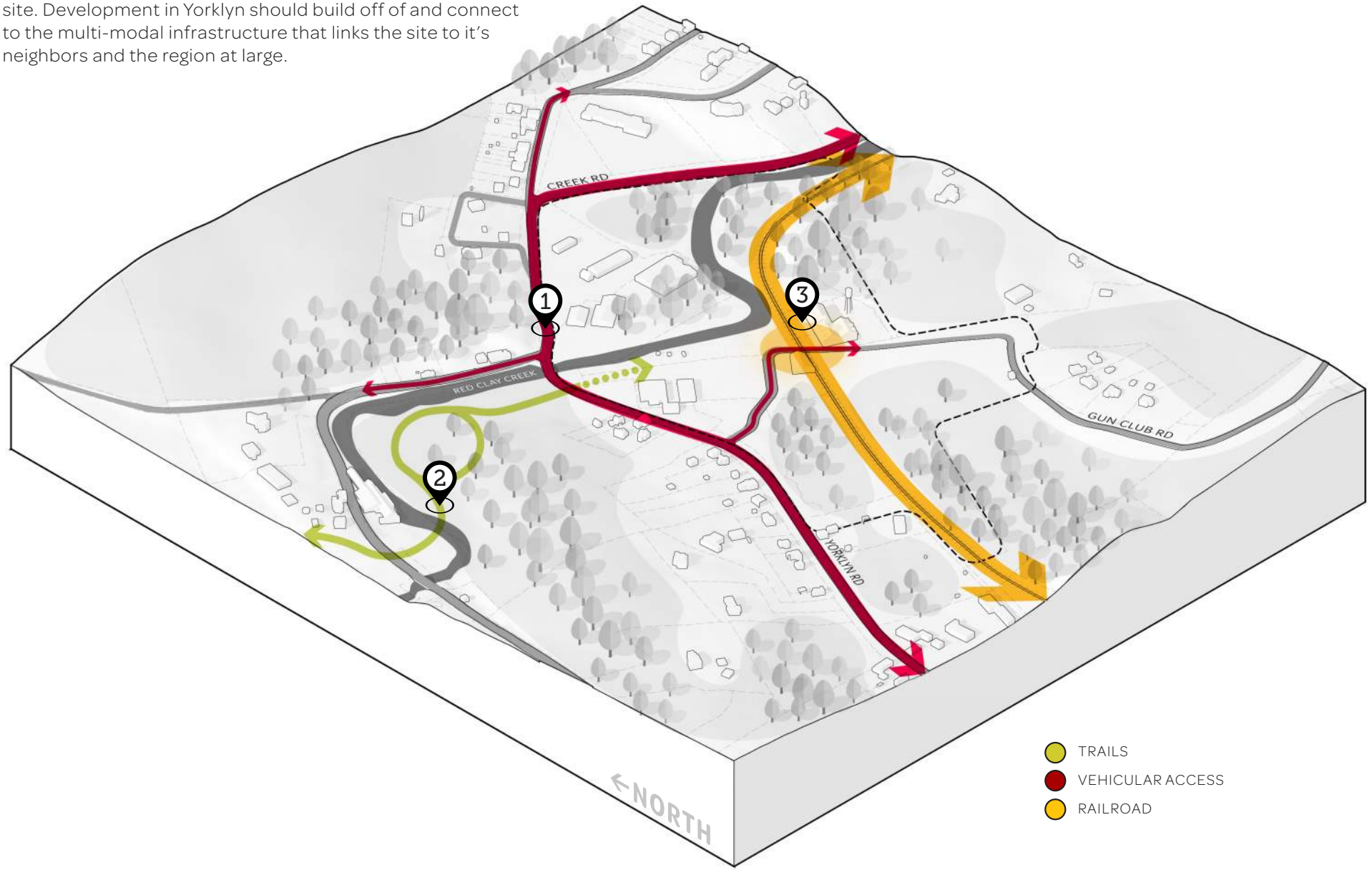
NEW STREET TYPOLOGIES AND FRONTAGE

As roads are developed to serve new development, building frontages should respond and orient themselves accordingly. The following street typologies represent typical road conditions and their associated appropriate uses.

+ **Primary Streets** – the principal frontage for a building site. This is where storefronts and access to pedestrians will be. These streets may include on street parking, landscaping, wayfinding, and other placemaking elements that create an active and inviting streetscape.
+ **Side Streets** – a frontage that is not the primary street and not the service/loading zone. These streets will typically serve local traffic, connecting primary streets and parking/service areas.
+ **Service/Loading Zone** – the desired location for back of house operations, loading and service/trash/etc.

EXISTING MOBILITY FRAMEWORK

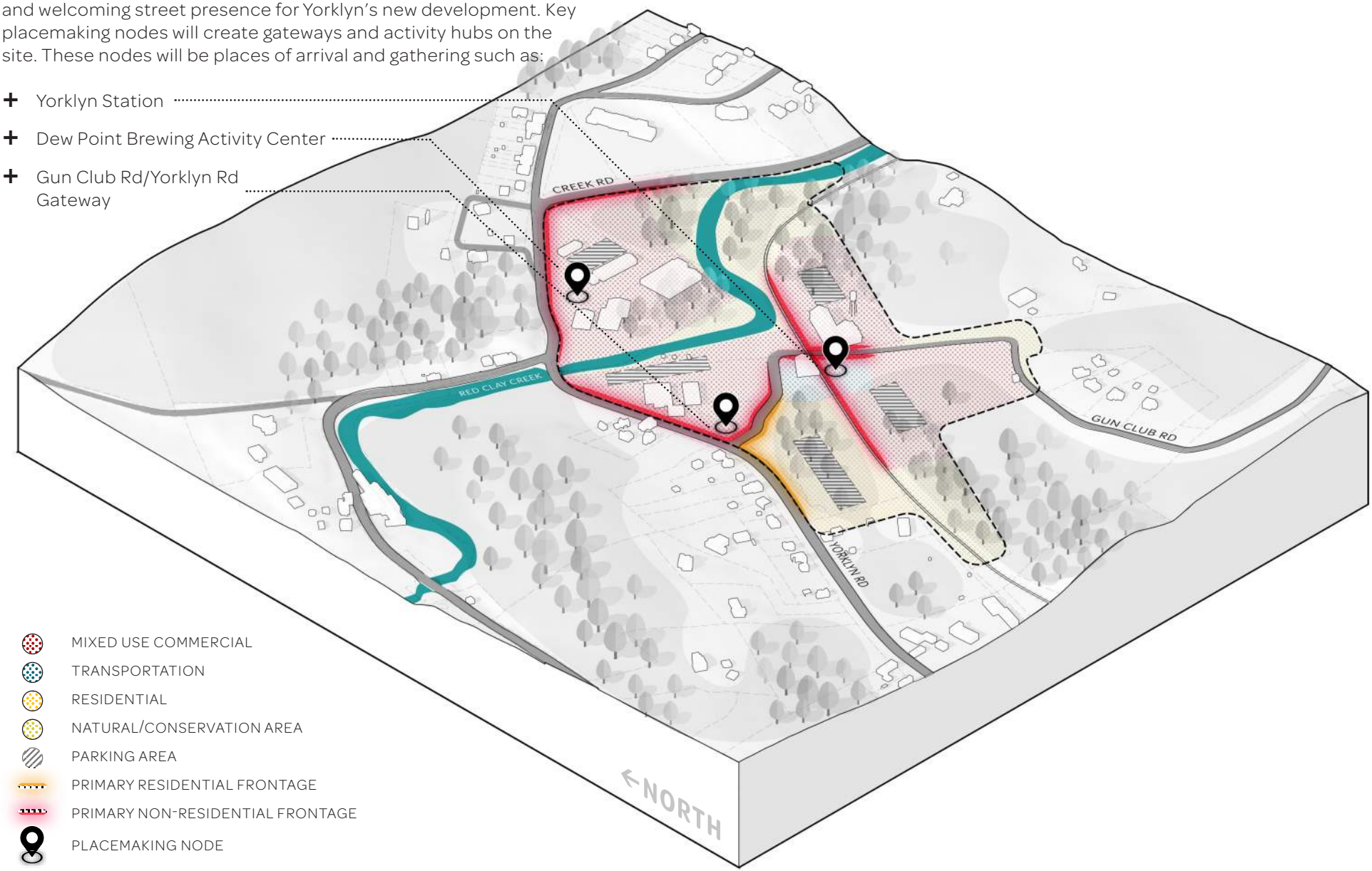
The diagram below illustrates the transportation network serving the site. Development in Yorklyn should build off of and connect to the multi-modal infrastructure that links the site to it's neighbors and the region at large.



PROPOSED PLACEMAKING + ACTIVATION FRAMEWORK

Orienting buildings and development along key frontages will create an active and welcoming street presence for Yorklyn's new development. Key placemaking nodes will create gateways and activity hubs on the site. These nodes will be places of arrival and gathering such as:

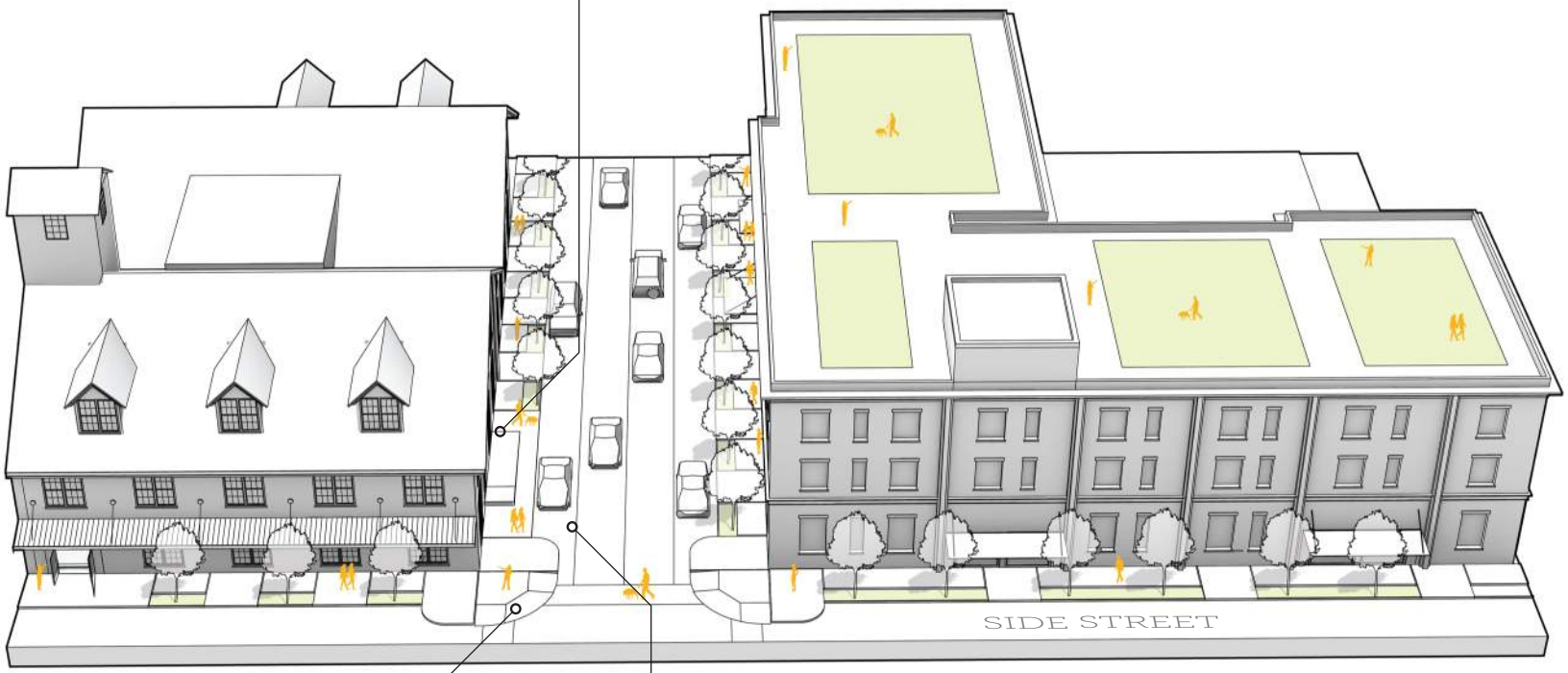
+ Yorklyn Station
+ Dew Point Brewing Activity Center
+ Gun Club Rd/Yorklyn Rd Gateway



PRIMARY STREETS

The principal frontage for a building site. This is where storefronts and access to pedestrians will be. These streets may include on street parking, landscaping, wayfinding, and other placemaking elements that create an active and inviting streetscape.

Main Building Frontage
Pedestrian entrances and primary frontage face onto primary streets.



Street Crossings
Curb bumpouts and visible crosswalks provide an opportunity for placemaking and create a safe environment for pedestrians to traverse primary streets.

On-Street Parking
On street parking on primary streets encourage commercial activity and buffer pedestrians from vehicular traffic..

SIDE STREETS

A frontage that is not the primary street and not the service/loading zone. These streets will typically serve local traffic, connecting primary streets and parking/service areas.

Parking and BOH Access
Certain sites (particularly those with residential uses) without access to alleys and side streets may have front loaded garages.

Parking and BOH Access
Side Streets connect parking and back of house uses to primary streets.

ALLEYWAYS/SERVICE & LOADING ZONES

The desired location for back of house operations, loading and service/trash/etc. When there is no dedicated alleyway, curb cuts for access to service and loading may occur on side streets. Where feasible, it is recommended that service and loading not be accessed via a primary street.

BOH Access/Loading
Service and loading access will be accessible on smaller service streets.

Architectural Elements

This section includes guidelines related to mass and scale, height, roofs, materials, windows and frontages, intended to provide direction for built developments. While some design guidelines specify conditions for certain uses, it is assumed that the following recommendations apply to all uses and zones unless otherwise stated.

BUILDING MASSING (DENSITY & SCALE)

CONTEXT-SENSITIVE DESIGN

All projects should consider the site's context, the communities they will serve, and the desired character of Auburn Valley. In promoting development that is sensitive to the site as a campus and of an appropriate scale, future developments will create a unique sense of place that builds upon the existing buildings and open space network. The Design Guidelines will describe opportunities based on the various zones within the site, with a major goal of ensuring that new development complements the scale of the street and public realm, as well as the land uses that surround it.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BUILDING TYPOLOGIES

The following building typologies are established to reflect the objectives for the character of development within different zones listed in the previous section. Since no one specific model will be applied universally throughout the site, mixed-use contexts will also be described. Any typology can utilize existing buildings to become an adaptive reuse project.

RESIDENTIAL

+ **Mixed-Use Residential-** Multi-story apartment buildings with non-residential ground floors. These spaces could include retail, office, or other services. Some spaces may be live-work, where an owner or tenant lives in the same building as their business.
+ **Apartment Building-** Multi-story residential buildings with only residential program.
+ **Townhomes-** Attached homes that are generally single family.

NON-RESIDENTIAL

+ **Commercial-Retail-** Shops and services that may be on the ground floor of a mixed use building or in a stand alone building.
+ **Commercial-Office-** Places of work that do not sell or provide services to the general public. These may be in a mixed-use building or in a stand alone building.
+ **Entertainment-** Establishments or venues where shows, performances, or other cultural activities may be attended. These are generally stand alone buildings.

RESIDENTIAL

MULTI-FAMILY/MIXED-USE

SOURCE: CABLE MILLS; CABLEMILLS.COM

Live-Work | Apartments

TOWNHOMES

SOURCE: CLAYTON MARKET; MOSAICHOMES.COM

Townhome | Townhome

NON-RESIDENTIAL

COMMERCIAL
[RETAIL]

SOURCE: SAN DIEGO RIVERWALK; RIVERWALKSD.COM

Stand Alone

Ground Floor

COMMERCIAL
[OFFICE]

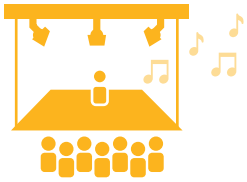
SOURCE: BUDA MILL & GRAIN; ARCHITIZER

Stand Alone

Ground Floor

ENTERTAINMENT

SOURCE: NVF AMPHITHEATER; WRT



Venue


NVF
CLOSED

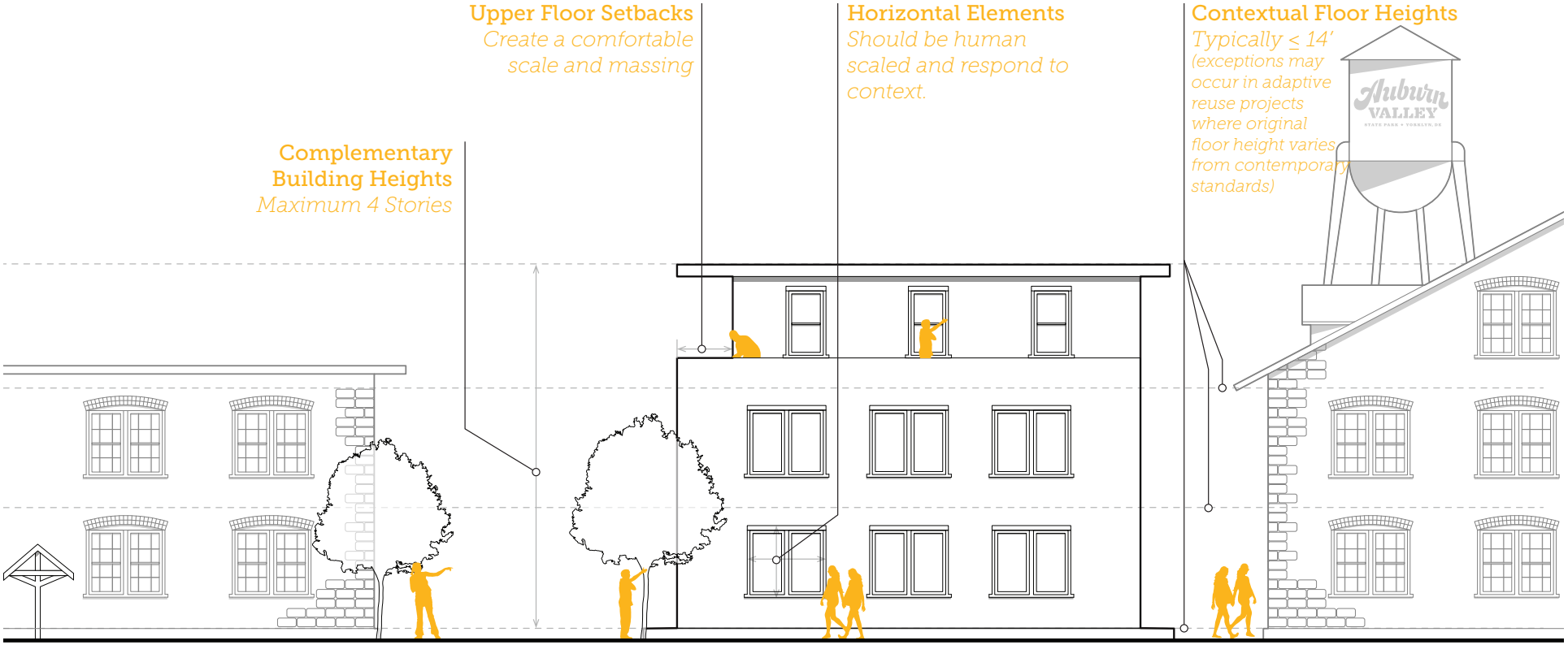
HEIGHT & DENSITY

New developments should complement the height and massing of existing buildings. It is recommended that new development not exceed four stories. Guidelines for height and density are as follows:

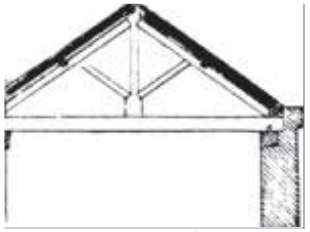
+ Floor-to-floor heights should relate to the existing context. Typical floor-to-floor heights should not exceed fourteen feet unless the surrounding context or specified use suggests higher floor-to-floor heights.
+ Where possible, multi-story buildings should consider using upper floor setback to create a more comfortable scale for the public realm.
+ Developments should incorporate variation in horizontal elements and datums vs. vertical articulation and scale, all in relation to human scale public realm and open space.

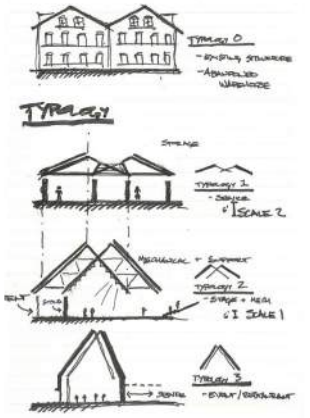
BUILDING HEIGHT & VARIATION

+ Variation in building height, especially frontages of a certain length along streetscapes facing a primary street, are encouraged to visually break up architectural elements.
+ Multiple story developments should consider breaks in vertical height or setbacks to provide a variation in density.



TYPES OF ROOFS





PITCHED/GABLED

Pitched and gabled roofs are seen in many of the historic buildings around Yorklyn. Renovated buildings and those adjacent can incorporate this roof style in a modern way to vary the building massing and maintain a continuity of character.

FLAT ROOFS

More modern and contemporary architecture can employ flat roofs effectively by following the guidelines for building height and variation on the previous page.

ROOF PROFILES

Repetitive pitched and gabled roofs on existing structures are one of the unique architectural character elements of Auburn Valley. Public-facing buildings (Entertainment, Retail, Commercial, and Transportation uses) should take cues from the existing context by incorporating the character of Auburn Valley through roof forms, where possible.

+ Pitched/Gabled Roofs – Recommended for Entertainment, Retail, Commercial, Transportation, and Adaptive Reuse projects.
+ Flat Roofs – Recommended for more residential typologies, whether mixed-use or single use townhomes and apartments.

FRONTAGES & SCREENING

Buildings should be located to define the streetscape at active frontages and convey a sense of scale that is appropriate for each site. Important viewsheds and visual connectivity across the site should be taken into consideration. While parking is a necessity, buildings should be located to minimize the visibility of parking areas from key streetscapes. Buildings should enhance the pedestrian-oriented public realm by ensuring a high percentage of ground floor transparency and uses and clarity in wayfinding.

ENTERTAINMENT/COMMERCIAL/MIXED-USE RESIDENTIAL

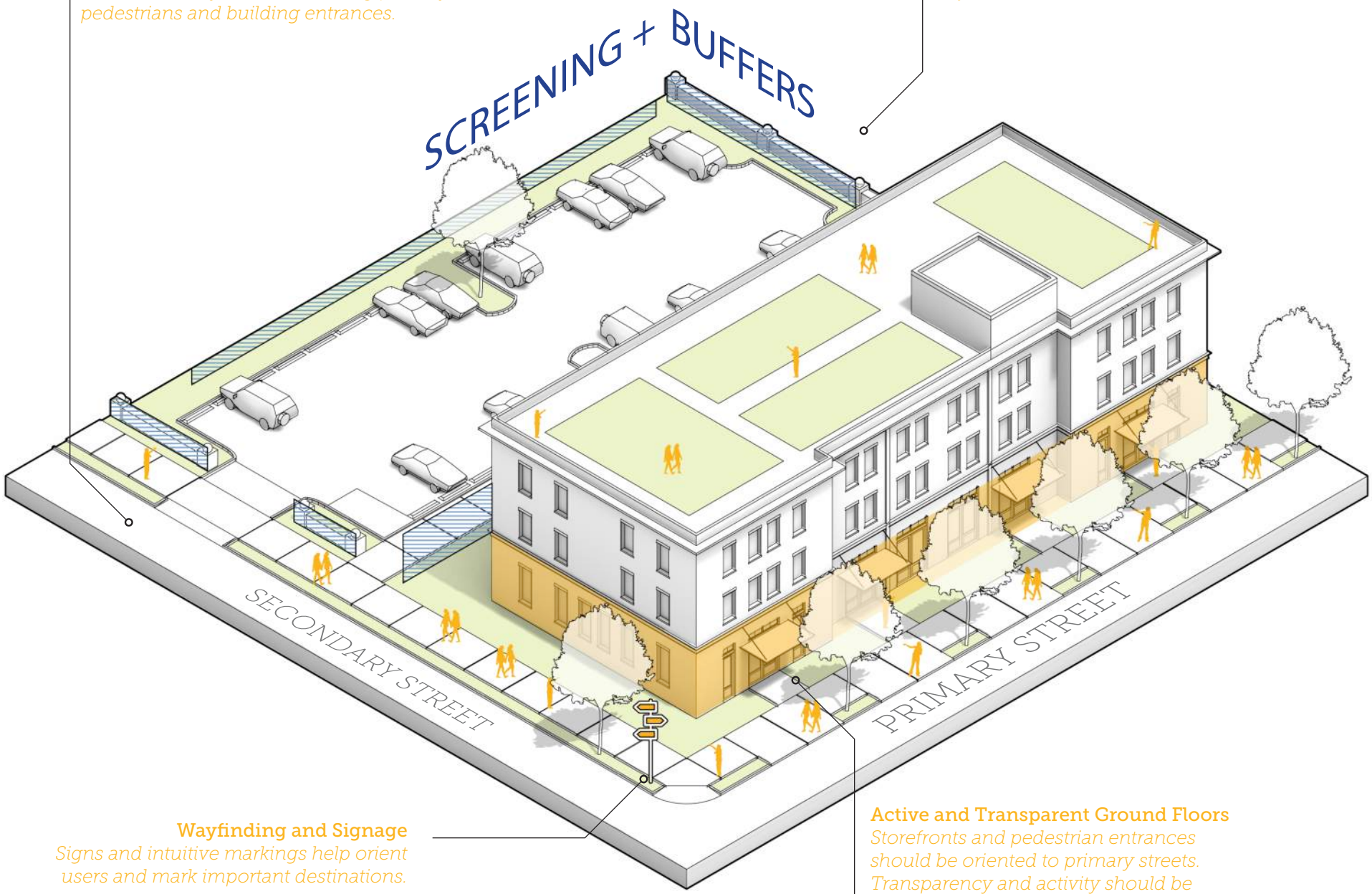
+ Maximize transparency at ground floors facing onto primary streets in the public realm with pedestrian entrances facing primary streets. (see Street Typology Diagram for more information about primary, side/secondary, and service/loading areas).

APARTMENT BUILDINGS/TOWNHOME

+ Maximize transparency at main entrance of apartment building, facing onto the primary street. Ensure that visibility of surface parking is minimized by using alleyway access or vegetation screening. Residential frontloaded garages should be designed to minimize their prominence as a primary house feature.

Parking and Back-of-House Access
Alleyways and parking access should be accessible from secondary streets, reserving primary streets for pedestrians and building entrances.

Screening and Buffers
Planting areas and fencing should screen parking areas reducing visual impact on adjacent uses.



Wayfinding and Signage
Signs and intuitive markings help orient users and mark important destinations.

Active and Transparent Ground Floors
Storefronts and pedestrian entrances should be oriented to primary streets. Transparency and activity should be prioritized along these corridors.

SUSTAINABLE BUILDINGS





ADAPTIVE REUSE

The term "adaptive reuse" refers to the process of modifying the architecture of a building to provide a function different from it's original use. Many buildings in Yorklyn have elements that can be recycled and incorporated into redevelopment.

SUSTAINABLE MATERIALS

Development should use sustainable and low-impact materials. Where possible, existing materials should be reused, and new materials should be responsibly sourced and locally produced.

MATERIALITY

Materials provide an opportunity to enhance the public realm at a scale appropriate to pedestrians utilizing the open space and create visual interest. The material palette to the right shows one example of a family of materials that can be used to create a cohesive design across the site. These are not prescriptive and other families may be explored to meet the design intent.

CONSIDERATIONS WHEN SELECTING MATERIALS INCLUDE THE FOLLOWING:

+ "Authenticity" of materiality in relation to the context of the site and larger Auburn Valley, as well as durability and materials local to this community and context.
+ Sustainability of building materials
+ Adaptive reuse of existing structures – existing materials should be reused when possible.
+ Importance of visual continuity + character

FAÇADE AND CLADDING MATERIALS

+ Colors for painted surfaces should be complementary to existing context and/or branding guidelines.

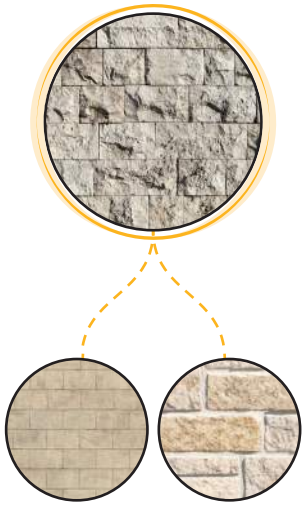
WINDOW AND GLAZING ELEMENTS

+ Window and glazing elements should be chosen to complement a contemporary industrial aesthetic, when appropriate. Darker mullions and dividing lights should be used whenever possible (see opposite page for examples).

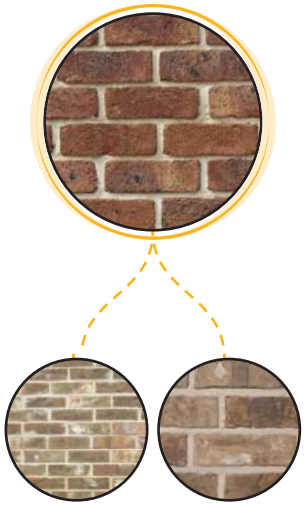
MATERIAL PALETTE

PRIMARY

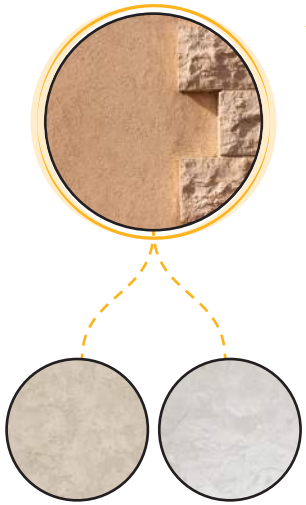
STONE



BRICK



STUCCO



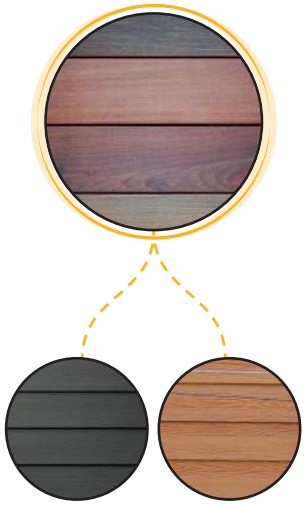
These materials provide a general palette for building exteriors in Yorklyn. A shared primary palette of materials will create a shared architectural identity across the site.

This color palette is a general guide for choosing materials and finishes that add to the shared character of Yorklyn's buildings

COLOR PALETTE

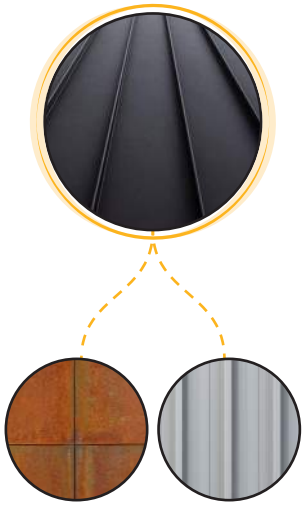
SECONDARY/ACCENT

SIDING

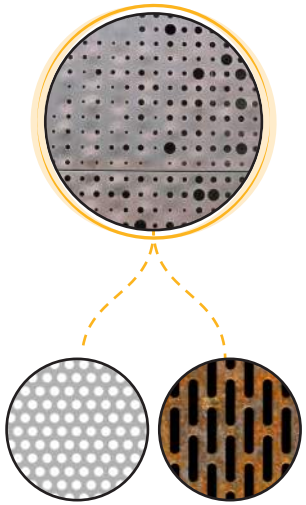


CEMENT BOARD *WOOD*

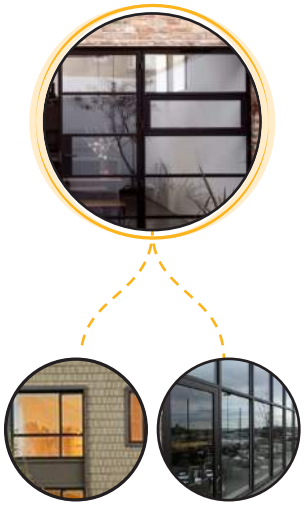
METAL



SCREENING



GLASS



These materials can be used to complement and accent primary building materials. Variations of wood, metal, glass, and screening allow buildings to express unique architectural designs that remain contextual to the overall built environment.

Landscape / Public Realm

CHARACTERISTIC DETAILS

This section provides guidelines related to site design and how projects can relate to their larger system of neighbors in the context of Auburn Valley. Site Design Guidelines include concepts for streetscapes and open space, site furnishings, materiality, parking, wayfinding and environmental graphics, and infrastructure. The intent is to promote future developments that are sensitive to the site as a campus and of an appropriate character.

◀ Dew Point Brewing Company opened in 2016 as a working brewery and tasting room. The business retrofitted the old Garrett Snuff Mills industrial buildings. The resulting adaptive reuse project creates a unique destination and local business in Yorklyn.

SOURCE: HTTPS://AMERICANPHOTOBLOG.FILES.WORDPRESS.COM/

SITE DESIGN

Site design refers to the many elements that constitute the character and style of a new development. Below are some of the pieces of site design this guide will address.

+ **Placemaking-** design, furnishes, and finishes that create a distinct identity and sense of place.
  - ❍ Wayfinding
  - ❍ Streetscape- design, furnishes, and finishes to create a welcoming and walkable environment. These include street furnishings, hardscape, and planting.
+ **Green Infrastructure-** sustainable systems to mange energy and water and reduce the need for engineered infrastructure.
  - ❍ Green Stormwater Infrastructure
+ **Low Impact Development-** contextual development standards that minimize carbon footprint and ecological impact.
  - ❍ Utilities
  - ❍ Ecology
  - ❍ Materiality

PLACEMAKING

Placemaking refers to the process of transforming specific sites and spaces in the community into vibrant, welcoming places that reflect the area's distinct sense of beauty, history and identity. These are places where people want to be; places that are active and inviting, that foster connections between people, and contribute creating a sense of identity for a place

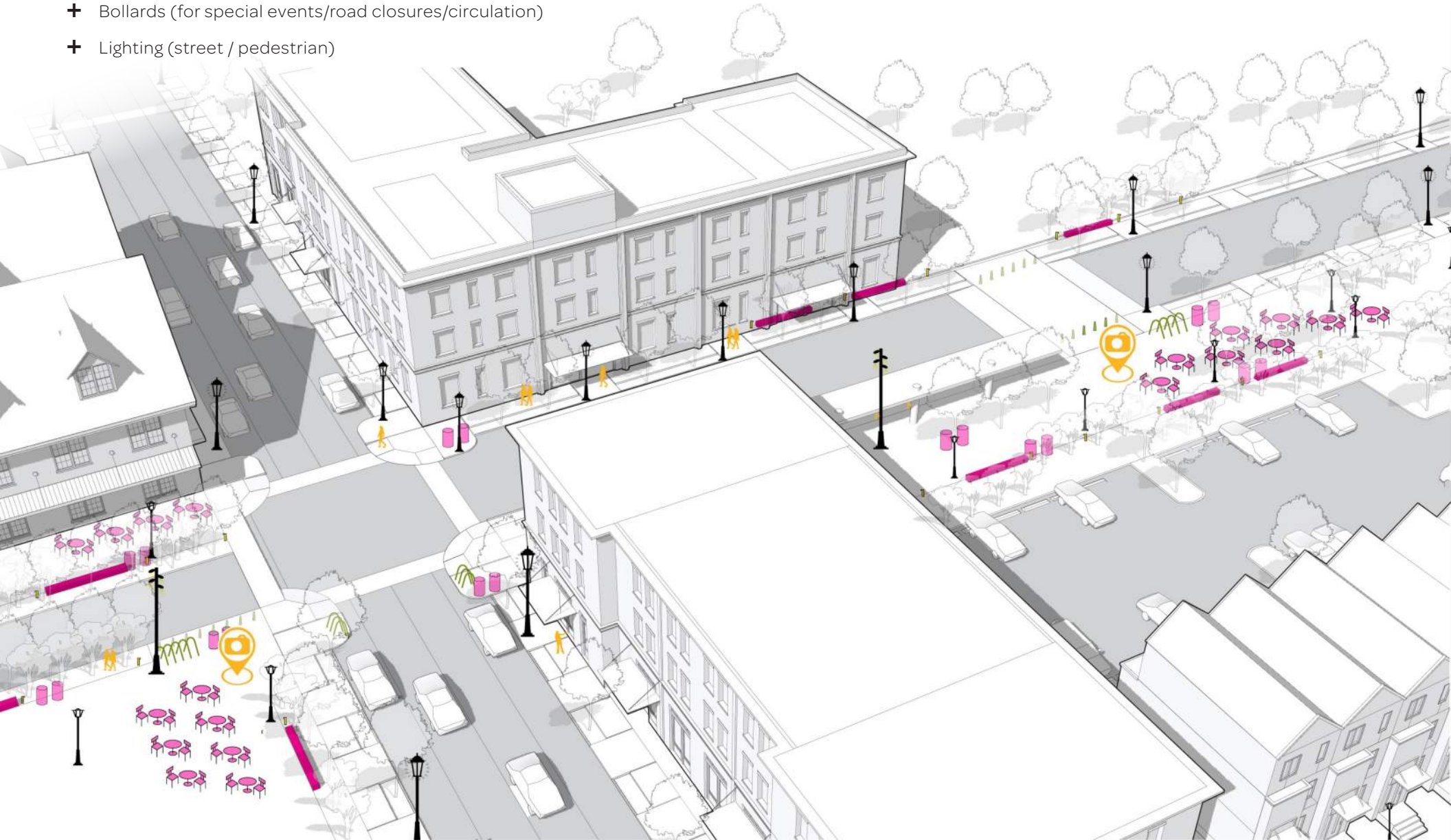
PLACEMAKING AND WAYFINDING

1. **LIGHTING AND SIGNAGE-** Lighting and signage help orient people and create a walkable district
2. **SEATING-** Places to sit and participate in the public realm activate streets and encourage visitors to linger.
3. **POINTS OF INTEREST-** Installations and engaging public spaces draw people and create space for gathering
4. **PUBLIC ART-** Murals and public art enrich/enliven streets-capes and provide visual interest.
5. **STREETSCAPE ELEMENTS-** Landscaping and unique street furniture such as bike racks enhance identity and character.

STREETSCAPE- FURNISHINGS

FURNISHINGS

+ Benches, tables, etc.
+ Bike racks, trash, water fountains, etc.
+ Bollards (for special events/road closures/circulation)
+ Lighting (street / pedestrian)



GATEWAY ELEMENTS

▲ SPLASH PAD/PLAY

▲ PAVILION

▲ ART/SCULPTURE

▲ LIGHTING/SIGNAGE

▲ WAYFINDING SIGNAGE

STREET FURNITURE

▲ BIKE RACKS

▲ BIKE RACKS

▲ TRASH/RECYCLE RECEPTACLE

▲ TRASH/RECYCLE RECEPTACLE

▲ BOLLARDS

OUTDOOR SEATING

▲ SEAT WALL

▲ BENCH

▲ PLAZA SEATING

▲ TABLE AND CHAIRS

▲ GAME TABLES

OUTDOOR LIGHTING

▲ MULTI-HEAD LIGHT POLE

▲ NVF GAS LAMP

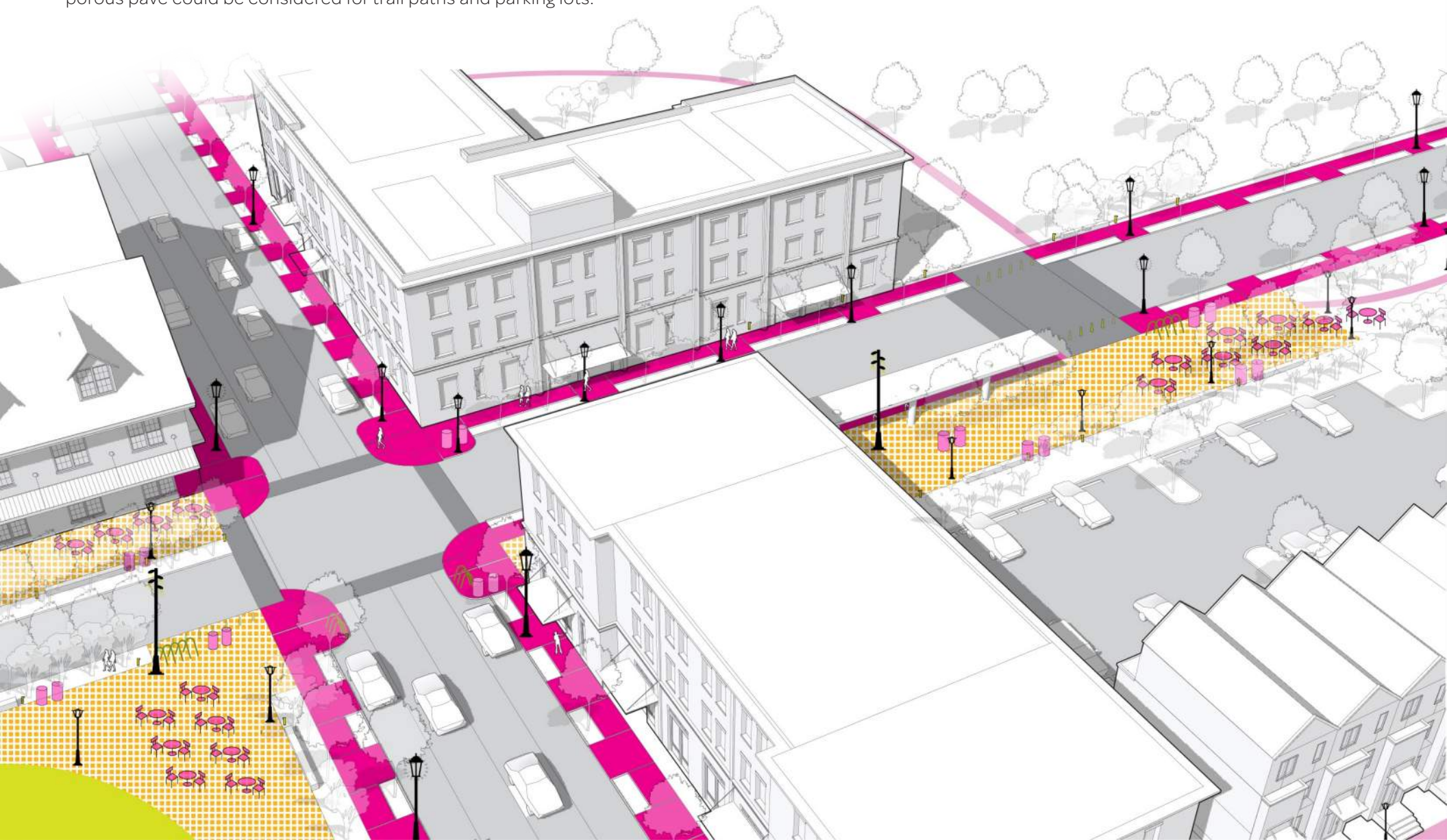
▲ PEDESTRIAN LIGHT POLE

▲ LIGHT BOLLARD

▲ LIGHT BOLLARD

STREETSCAPE- HARDSCAPE

Concrete with integral color is recommended for standard sidewalk and unit pavers are recommended for open space. Special treatment in color and material can be used for gateway area, but should be carefully designed to be consistent with overall design. Stonefine or porous pave could be considered for trail paths and parking lots.



PLAZAS AND OPEN SPACE

RECREATION

SIDEWALKS AND PATHS

PATTERNS/ACCENTS

STREETSCAPE- LANDSCAPE

Local or adaptive species with low maintenance should be preferred in all planting design. Provide canopy trees along sidewalk and open space for shade coverage. Accent trees groundplane plantings are recommended to add accent to placemaking. Provide shrubby plants where buffer/vertical interest is needed like street planters and parking lot buffer zone. Avoid tall plants (>5') where visual clearance is concerned like playgrounds.

CANOPY TREES

▲ OAK
QUERCUS

▲ BLACK GUM
NYSSA SYLVATICA

▲ RED MAPLE
ACER RUBRUM

▲ HONEYLOCUST
GLEDITSIA TRIACANTHOS

ACCENT TREES

▲ BIRCH
BETULA

▲ SERVICEBERRY
AMELANCHIER

▲ REDBUD
CERCIS CANADENSIS

▲ MAGNOLIA
MAGNOLIA VIRGINIANA

GROUND PLANE

▲ BUFFER PLANTS + SHRUBBERY
1. SUMMERSWEET *CLETHRA ALNIFOLIA 'COMPACTA'*
2. CORNUS SANGUINEA *CORNUS SANGUINEA*
3. WINTERBERRY *ILEX VERTICILLATA 'RED SPRITE'*

*REFER TO LOCAL PLANTING GUIDE FOR A FULL PLANTING LIST.

▲ DECORATIVE + ACCENT
1. ORANGE CONEFLOWER *RUDBECKIA FULGIDA*
2. SWITCH GRASS *PANICUM VIRGATUM 'SHENANDOAH'*
3. BLUE STAR *AMSONIA HUBRICHTII*

*REFER TO LOCAL PLANTING GUIDE FOR A FULL PLANTING LIST.

GREEN STORMWATER INFRASTRUCTURE

▲ BIO SWALE

▲ GREEN BUMPOUTS

▲ GREEN PARKING LOT

▲ RESTORED WETLANDS

▲ RAIN GARDEN

GREEN STORMWATER INFRASTRUCTURE

1. GREEN ROOF- Cool buildings and mitigate water runoff
2. NATURALIZED WETLANDS- Restore natural environment and create buffer from rivers and other wetlands.
3. RAIN BARRELS- Collect rainwater for reuse as irrigation
4. BIO SWALES- Planted retention basins that collect and filter stormwater. These can range in size and fit in sidewalk bum-pouts or in larger easements.
5. GREEN PARKING- Pervious pavers, landscaping, and water retention reduce and mitigate stormwater runoff from paver parking.

LOW IMPACT DEVELOPMENT

Low impact development is the concept of designing and building to minimally effect the ecology of a site. Low impact development can be considered at both a site and more regional scale. Below are some ways these principals can be applied to Yorklyn.

+ Underground Utilities- where feasible, utilities such as power lines should be underground.
+ Energy Conservation- buildings should be designed in a way to minimize energy needs. Standards such as LEED and Passive House provide benchmarks and guidelines for designing buildings and sites to utilize natural solar and hydrologic conditions efficiently. Further, residences should be outfitted with Energy Star equipment and appliances, that reduce energy and water use.
+ Reduced Auto Dependence- designing sites that prioritize pedestrian circulation and walkability and connections to non-vehicular transportation reduce the impacts of automobiles. Benefits of reduced auto-dependence include:
  - ❍ Improved air quality
  - ❍ Healthier and more active residents and visitors
  - ❍ A safer and more welcoming environment for a range of users
+ Materiality- using building materials that are sustainably sourced reduces the overall environmental impact of construction and supports the local/regional economy. Local materials and products are generally better equipped to handle unique climates and can enhance authenticy and sense of place.
+ Landscaping- similar to materials, using native plant species for landscaping reduces environmental impact and maintenance requirements.

GREEN INFRASTRUCTURE

Green infrastructure is frequently associated with stormwater management, but it goes much further than that. Green infrastructure offers a series of effective and cost-efficient tools that use or mimic natural processes to provide important services that can position communities for a more resilient future. Green infrastructure provides wildlife habitat, flood protection, cleaner air, and cleaner water. Tree canopy, parks, and green alleys, school yards, and streets play a critical role in moderating temperatures, reducing energy usage costs, managing stormwater, and filtering air and water pollutants. Green roofs, walls, and features in and around buildings reduce energy consumption and dramatically decrease stormwater runoff.

Benefits of green infrastructure include:

+ Improved air and water quality
+ Flood protection and soil stabilization
+ Decreased solar heat gain
+ Improved wildlife habitat
+ Reduced energy costs
+ Positive mental health effects

HOLIDAYS AND SPECIAL EVENTS

Yorklyn has the potential to host a variety of public events. Pop-ups, temporary installations, and recurring happenings can attract visitors and enhance dynamic public spaces. Some examples of these special events are:

+ Farmers Markets and Craft Fairs
+ Street Festivals
+ Holidays Markets
+ Concerts and Entertainment

Resources

ENERGY EFFICIENCY

DELAWARE ENERGY EFFICIENCY INVESTMENT FUND

HTTPS://DNREC.ALPHA.DELAWARE.GOV/CLIMATE-COASTAL-ENERGY/EFFICIENCY/ENERGY-EFFICIENCY-INVESTMENT-FUND/

US GREEN BUILDING COUNCIL- LEED

HTTPS://NEW.USGBC.ORG/LEED

PASSIVE HOUSE

HTTPS://WWW.PHIUS.ORG/ABOUT/MISSION-HISTORY

LANDSCAPING

LOCAL PLANTING GUIDE

HTTP://WWW.DNREC.DELAWARE.GOV/FW/DPLAP/INFORMATION/DOCUMENTS/NATIVE%20PLANTS%20FOR%20DELAWARE%20LANDSCAPES%20%28UD%20COOPERATIVE%20EXT.%29.PDF

GREEN INFRASTRUCTURE

GSI TOOLKIT

HTTP://ARCHIVE.PHILLYWATERSHEDS.ORG/SITES/DEFAULT/FILES/GSITOOLS.PDF

ADAPTIVE REUSE & PRESERVATION

DELAWARE HISTORICAL & CULTURAL AFFAIRS

HTTPS://HISTORY.DELAWARE.GOV

AIA: RETROFITTING EXISTING BUILDINGS REPORT GUIDE

HTTPS://CONTENT.AIA.ORG/SITES/DEFAULT/FILES/2019-07/RES19_227853_RETROFITTING_EXISTING_BUILDINGS_REPORT_GUIDE_V3.PDF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