LANDSCAPE CHARACTER

“I hope our alumni will always insist upon retention of our precious islands of green and serenity—our most important physical asset, transcending even classrooms, libraries, and laboratories in their ability to inspire students to dream long dreams of future usefulness and achievement—dreams that are an important and essential part of the undergraduate experience.”

—Herman B Wells, Address to the Alumni, 1962

The IUB campus provides a unique opportunity to work with quality natural systems and memorable outdoor spaces. Based on the planning principles, the Campus Master Plan calls for the preservation and sustainable management of natural features; the restoration of riparian corridors on campus; the creation of new memorable spaces; improvements to campus edges and gateways; and the enhancement of the pedestrian realm.

CAMPUS LANDSCAPE AND OPEN SPACE

At the largest scale, the campus can be viewed as an arboretum; it is a “green matrix” that forms the environmental framework of the campus and ties it to the larger region. As part of a regional ecosystem, the landscape should read as one coherent landscape unit across campus, with a diversity of human and natural micro-habitats within. As an ecological arboretum, the campus landscape should reflect a greater biodiversity of tree and herbaceous species on campus, improved woodland management, and restoration of degraded landscapes. The campus arboretum can also provide student learning and research opportunities, offering an immense educational value in support of the University’s sustainability goals for environmental quality and land use.

The current percentage of tree canopy to land area is 20 percent within the SR 45/46 Bypass. The Campus Master Plan recommends doubling the percentage of tree cover on campus to 40 percent. At this level and density of tree cover, the campus will reap numerous environmental benefits. Air pollution removal will increase from 19,720 pounds per year to 41,414 pounds per year. Carbon storage and sequestration will more than double, increasing from 9,333 tons stored annually to 19,600 tons stored, and from 73 tons sequestered annually to 153 tons sequestered. Stormwater runoff will be reduced, decreasing the amount of silt and pollutants that enter into the Jordan River and Cascade Creek. In fact, doubling the tree canopy on campus will save $2.3 million that would be spent building alternatively necessary stormwater detention facilities. Increasing the tree canopy on campus is a long-term investment in the future, and depending on the availability and pace of funding, may take 20 years or more to accomplish. As part of this investment, additional resources and staff (including urban foresters) will be needed to maintain and sustain tree growth and health on campus.

The IUB campus has a historic landscape structure and specific elements that were established by Fritz Loonsten in the 20th century. Many of these landscape plantings have passed their peak maturity and condition, and need a
CAMPUS LANDSCAPE AND OPEN SPACE
strategy for replacement. It is recommended that the University conduct a more detailed landscape master plan and maintenance plan to guide the quality of future landscape design and its long-term care and succession.

New tree canopy along the Jordan River will connect the woodland habitats of Dunn’s Woods and Bryan Hollow through campus to the East Seventeenth Street woods and beyond, creating a continuous wildlife corridor connected to the woods and natural environment of Griffy Lake. Expansion of the East Seventeenth Street woods and improved forest management to eradicate invasive species will also provide additional habitat.

**Campus Landscape and Open Space Recommendations**
- Increase the tree cover from 20 percent to 40 percent on campus within the bypass.
- Establish source funding to support additional staff for tree maintenance and woodland management required to maintain increased tree cover.
- Increase tree plantings along the riparian corridors on campus.
- Increase tree plantings in future and renovated campus open spaces and quads.
- Increase tree plantings in street rights-of-way and parking lots.
- Expand existing woodland boundaries, and plant smaller trees and whips of similar species composition within woodland expansion zones.
- Establish a broader no-mow zone to define the woodland expansion zone, and plant with a native seed mix to gradually replace existing lawn.
- Implement an invasive species eradication plan for existing woods.
- Reduce the amount of open, mowed lawn in select areas of low pedestrian traffic and plant native seed mixes.
- In areas with full or partial tree canopy over existing grass, utilize native species as ground cover for those sections with minimal pedestrian traffic.
- Implement a landscape maintenance and tree management plan for the IUB campus.
EXISTING TREE CANOPY: 20.4%  

PROPOSED TREE CANOPY: 40.0%
**RIPARIAN CORRIDORS**

Preservation and restoration of the Jordan River and other riparian corridors on campus has been a key theme of the Campus Master Plan and is one of the nine planning principles. The 2008 *Campus Sustainability Report* recommends improvements to the Jordan River corridor as part of the watershed protection projects. The Campus Master Plan proposes improvements and interventions along the Jordan River and riparian corridors in order to better slow and handle storm events and treat water quality, including the creation of new wetlands in line and adjacent to the streams.

A vegetated buffer of trees, shrubs, and native herbaceous plants is proposed along both sides of the Jordan River and Cascade Creek to slow the flow of surface runoff and to trap pollutants, silt, and nutrients. The buffers will also contain small impoundments and wetlands for additional water storage, filtration, and groundwater recharge, while providing habitat for wildlife. Slowing runoff, planting, and regrading stream banks will also reduce bank sloughing and erosion.

**Riparian Corridor Recommendations**

- Establish a 50-foot-wide riparian buffer on each side of the stream, planted with native species of trees, shrubs, and herbaceous plants to filter runoff. Prohibit mowing in this zone.
- Plant trees to establish a consistent canopy and shade over stream banks, within and at the edges of the riparian buffer zone.
- Regrade stream banks within the buffer zones to a more gradual slope to reduce erosion.
- Utilize stone and bioengineering techniques such as deep-rooted plants, live stakings, logs, and other techniques to stabilize the toe of slope.
- Create areas of impoundment and new wetlands within the riparian buffer zone through a series of check dams across the streams.
- Create a lower channel within the stream cross-section and check dams to maintain stream flow in low water conditions.
- Plant constructed wetlands with appropriate, native plants and shrubs, and include tree snags, stumps, logs, etc., for habitat.
- Create access points and overlook areas along the stream corridor to allow visual and physical access to the river at carefully designed locations.
- Implement a consistent riparian corridor landscape and management plan for all streams and springs on campus.
NEW MEMORABLE SPACES

“A place made of many smaller places, the heart of the campus has been created as a series of courtyards, some formal, some open. The campus is not seen from any one place but reveals itself gradually as a progression of changing outlooks, leading through narrowing and widening vistas that attract the eye and soothe the spirit.”

— Islands of Green and Serenity: The Courtyards of Indiana University

The Campus Master Plan identifies a number of new memorable spaces that will be created over time. Large campus open spaces and new or renovated quads are proposed to address the current “character gaps” in the landscape fabric. Future outdoor social and gathering spaces are proposed at important pedestrian crossroads, intended as active public spaces that flow seamlessly between buildings and the outdoors.

Future landscape design should reflect and harmonize with existing natural features and character. New development should be sensitive to existing topography and vegetation, allowing the natural landscape to shape the aesthetic experience.

The Godfrey Graduate and Executive Education Center enjoys a newer landscaped quad with several of these qualities. Multidisciplinary Science Building II completes the quad’s fourth side, making it is an enclosed space. The quad has a number of different entry points, although the length of some portals are much longer than entry portals for Wells or Collins Quads. Its spatial proportion is 1:2 of vertical height to width of space. It lacks the mature landscape and topographic relief that gives Wells Quad so much of its landscape character, a quality that will be improved over time.
NEW MEMORABLE SPACES

One-of-a-Kind Places
1. New Campus Green
2. Woodland Arboretum + Cascade Lake
3. Woodlawn Corridor + Alumni Walk

Quads
4. Research Park Quad
5. Academic Quads
6. Residential Quads
7. Renovated Quads

Social Spaces
8. Alumni Plaza
9. Union Plaza
10. Jordan River Terrace
11. Tenth Street Plaza

NEW MEMORABLE SPACES
The design of future outdoor spaces should model the principles of spatial enclosure, proportion, and materiality derived from the positive attributes of existing quality spaces on campus. The successful quads and courtyards, such as Collins and Wells Quads, share common attributes, including:

- Semi-enclosed space (enclosed on at least three sides), but with many entry points.
- Subtly dramatic entry sequences and change in scale, where one enters through a narrow portal into a broad open space.
- Strong sense of spatial definition (typically a range of 1:2 to 1:4 proportion of architectural height to horizontal width of the space).
- The use of topographic relief to break up views and create a series of smaller terraces within the bigger space.
- Orientation of major building entrances toward the quad.
- Consistent use of stone and hardscape compatible with the surrounding architectural design and use of limestone.

- A mature and simple landscape palette of canopy trees, native understory trees, and a restrained use of shrubs and ground cover, planted in a naturalistic pattern.

**NEW MEMORABLE SPACE RECOMMENDATIONS**

- Consider the scale and proportion of the space in relation to adjacent architectural development.
- Provide changes in scale to emphasize passage between different spaces on campus.
- Use topography, stone, native deciduous trees, and plant material as the basic landscape palette.
- Create reflections of architectural character in the design of landscaped spaces (including art, materials, and form).
- Maintain clear views and visual connectivity for security and ease of navigation.
Godfrey Graduate and Executive Education Center Quad

Collins Quad

Wells Quad
**CAMPUS EDGES AND SETBACKS**

Much of the perceived character of the IUB campus is derived from the quality of its landscape setbacks and edges. To maintain and improve the aesthetic value of outer parts of campus, consistent landscape setbacks or build-to lines should be established.

**CAMPUS EDGES AND SETBACK DESIGN PRINCIPLES**

- Establish consistent setbacks and landscape treatment for all major vehicular corridors and campus edges.
- Choose a majority of native, deciduous trees and plant material to maintain the sense of a “campus in the woods” for landscape setbacks.
- Use conifers sparingly, in informal groups, and to screen service or loading areas from view.
- Preserve an informal, park-like landscape along North Jordan Avenue to maintain views to focal points and cultural facilities.

**CAMPUS EDGES AND SETBACK RECOMMENDATIONS**

- **East Third Street**: Match the existing setback west of North Jordan Avenue (90 feet) for new development east of North Jordan Avenue on East Third Street.
- **North Indiana Avenue**: For blocks between East Third and East Seventh Streets, establish a common build-to line on the west side of North Indiana Avenue matching the block between East Fourth Street and East Kirkwood Avenue.
- **East Seventeenth Street**: Establish a consistent landscape setback of 25 feet back of curb, bounded by a low, dry laid stone wall on the west and north sides of Woodlawn Arboretum.
- **East Seventh Street**: Preserve the street’s wooded landscape character.
- **North Dunn Street and the SR 45/46 Bypass**: Establish a consistent landscape setback with a natural landscape character incorporating vegetated swales as needed to screen parking around athletics facilities.
- **North Fee Lane**: Enhance the existing setback with a stronger landscape definition and design on North Fee Lane.
- **SR 45/46 Bypass**: Maintain a wooded landscape setback with filtered views along the bypass.
- **East Tenth Street, North Indiana Avenue to North Jordan Avenue**: Maintain the existing setback (from North Woodlawn Avenue to North Walnut Grove) north of East Tenth Street, and the existing setback and stone wall south of North Tenth Street.
- **East Tenth Street, North Jordan to North Union Street**: Narrow the setback north of East Tenth Street at North Union Street for an urban build-to line.
- **East Tenth Street east of the SR 45/46 Bypass**: Maintain a 125-foot landscape setback measured from back of curb from North Range Road to the bypass. Provide screening for service areas or surface parking.
- **North Jordan Avenue**: Follow the proposed landscape setback dimensions shown for North Jordan Avenue south of East Tenth Street.
- **North Jordan Avenue**: Improve the landscape setback on North Jordan Avenue north of East Law Lane, and remove angled parking.
- **East Seventh Street west of North Jordan Avenue**: Maintain a setback of 75 feet from the curb, from the IMU to the Fine Arts Plaza. Reduce the setback across from Ernie Pyle Hall for a sense of gateway.
- **Union Street**: Provide landscape setback and screening for parking lots at the perimeter.
CAMPUS EDGES AND SETBACKS

1. North Jordan Avenue  
   Building Face to Building Face - 250'
2. North Jordan Avenue  
   Building Face to Building Face - 550'
3. North Jordan Avenue  
   Building Face to Building Face - 450'
4. East Third Street  
   North Setback from Curb - 90'
5. North Indiana Avenue  
   Urban Setback from Curb - 15'  
   Campus Setback from Curb - 25'
6. North Woodlawn Avenue  
   East Setback from Curb - 70'  
   West Setback from Curb - 90'
7. North Fee Lane  
   Building Face to Building Face - 175'  
   Campus Setback from Curb - 45'
8. East Tenth Street  
   Campus Setback from Curb - 50'
9. East Tenth Street  
   Urban Setback from Curb - 25'
10. East Tenth Street  
    North Side of East Tenth Street at Bypass - 125'
11. Jordan River  
    Corridor Setback - 50’ (Each Side)
12. SR 45/46 Bypass  
    Corridor Setback - 300'
13. East Seventh Street  
    Campus Setback from the Curb - 75'

LEGEND

- Corridor Dimensions
- Building Setback Lines
- Urban Build-To Lines
- Stream Setbacks
CAMPUS GATEWAYS

Campus gateways are the primary routes into and out of campus, and should enhance the arrival experience. Visitors, students, and staff should be directed to parking, drop-offs, and/or destinations through a straightforward wayfinding and signage system. Multiple campus gateways are proposed at a hierarchy of scale to serve vehicular, combined, and pedestrian arrivals.

GATEWAY DESIGN PRINCIPLES

- Develop a consistent palette of lighting, signage, and landscape materials that reflect the character of the campus.
- Design gateways in scale with their surrounding context and their function as either vehicular, combined, or pedestrian gateways.
- Develop pedestrian-scaled gateways using a consistent material palette of limestone as established on campus.
- Keep the landscape for gateways simple, appropriate, and compatible with the larger, surrounding landscape context.

GATEWAY RECOMMENDATIONS

- Develop vehicular-scaled entrances on the SR 45/46 Bypass at East Tenth Street, East Seventeenth Street, North Fee Lane, and North Dunn Street; and on East Seventeenth Street at North Dunn Street.
- Develop combined vehicular and pedestrian arrival gateways for East Third Street at North Union Avenue, North Jordan Avenue, and North Indiana Avenue; for North Indiana Avenue at East Seventh Street and East Fourteenth Street; and North Dunn Street at East Tenth Street.
- Develop pedestrian-scaled gateways at key areas of pedestrian arrivals onto and within campus.
VEHICULAR ENTRANCES

COMBINED ENTRANCES

PEDESTRIAN ENTRANCES

CAMPUS GATEWAYS
PEDESTRIAN REALM
The Campus Master Plan seeks to improve the overall walkability and pedestrian connectivity of the campus. Future pedestrian walks are proposed to enhance and expand the network of pedestrian routes already present in the academic core. New pedestrian routes, an improved streetscape character, and a pedestrian realm with updated campus lighting will enrich the pedestrian experience. New outdoor public spaces are proposed along major walks, located at important pedestrian crossroads, to help activate the campus. The “100 percent corner” of campus, on East Seventh Street at North Forrest Avenue, is re-imagined as a major campus green and open space, activated by the flow of students passing through this space. Among many walk improvements proposed, “The March,” a popular walk from east residential dorms into the core of campus, will be aligned to follow the Jordan River and its enhanced natural environment.

Campus Crosswalks
Several pedestrian routes require crossing campus or city streets. Not all are at signalized intersections. The Campus Master Plan recommends a number of new pedestrian intersections and mid-block crossings to improve pedestrian safety. New intersections and mid-block crossings should include clearly marked and consistent designs to alert motorists to yield to pedestrians. More detailed traffic studies should be conducted for certain corridors, including East Third Street, East Tenth Street, and North Jordan Avenue. Traffic calming on certain roadways, such as North Jordan Avenue, should also be considered.

PEDESTRIAN REALM RECOMMENDATIONS
• Realign The March to follow the Jordan River corridor into the academic core.
• Enhance other pedestrian routes along the Jordan River corridor.
• Improve the service drive between the Wildermuth Intramural Center and the Art Museum as a major pedestrian walk that can also accommodate service vehicles.
• Create a new Campus Green at the campus 100 percent corner with pedestrian walks, amenities, and active and passive spaces on the existing parking lot adjacent to the IMU.
• Provide a grade-separated and protected pedestrian crossing from the Student Recreational Sports Center to proposed development on the south side of the railroad tracks.
• Enhance the pedestrian walks along North Woodlawn Avenue from East Seventh Street to East Seventeenth Street, including a new “Alumni Walk” to connect academic expansion north of East Tenth Street along North Woodlawn Avenue to the historic core.
• Develop a network of paths to serve the new campus park and arboretum on North Woodlawn Avenue between East Thirteenth and East Seventeenth Streets.
• Provide traffic calming and clearly defined pedestrian mid-block crossings on East Third Street, East Tenth Street, North Jordan Avenue, North Fee Lane, and other locations identified on the Future Pedestrian Circulation plan on page 153.
• Develop safe pedestrian crossings to access the Research Park across the bypass at controlled, signalized intersections.
• Develop a multi-use recreational trail for pedestrian use along the bypass.
• Eliminate unsafe at-grade pedestrian crossings at the railroad.
• Provide pedestrian paths on East Seventeenth Street and from the North Fee Lane neighborhood east to the proposed recreational sports complex.

Bryan Hollow
1. Alumni Walk
2. Arboretum Walk
3. Wildermuth Walk
4. The March
5. Bryan Hollow Walk

FUTURE PEDESTRIAN CIRCULATION

Key Pedestrian Routes
1. Alumni Walk
2. Arboretum Walk
3. Wildermuth Walk
4. The March
5. Bryan Hollow Walk
6. Kirkwood Walk
STREETSCAPE CHARACTER

The streetscape character for the IUB campus follows the same history as its development. Streets and sidewalks in the more historic part of campus are planted with a lawn panel and street trees behind the curb, with the sidewalk set back behind the lawn panel. A low, dry laid or mortared stone wall frequently edges the sidewalk on the campus property side of the street, such as on East Third Street, East Seventh Street, and North Indiana Avenue.

As the campus expanded after World War II, the nomenclature for campus walks and streetscapes changed. New roads and development created sidewalks immediately adjacent to the curb, with a landscape buffer behind the walk to the building edge. This has resulted in a more utilitarian quality to the pedestrian environment, with fewer street trees and pedestrians exposed to the street traffic. The majority of streetscapes on campus are of this prototype.

The Campus Master Plan recommends that as campus roadways and infrastructure are re-built, a prototype based on the historic streetscape qualities be implemented, with sidewalks set back from the roadway and buffered by a landscape zone with street trees. This will provide a more inviting pedestrian experience on campus, buffer pedestrians from adjacent traffic, and increase the tree canopy.

The width of the landscape zone behind the curb varies as a function of the total width of the landscape setback. It should be a minimum of 6 feet in width. Sidewalks along streets should be a minimum of 8 feet in width. Drought-tolerant, native deciduous tree species should be used for street trees. In more urban streetscapes (such as those fronting proposed mixed-use developments on North Indiana Avenue), street trees can be placed in individual tree planters or in tree grates to provide more circulation space for pedestrians. As much as possible, porous paving should be used on all campus sidewalks and streetscapes.

The conceptual cross-sections on the following pages describe the proposed typical streetscape character and minimum dimensions for local campus streets. They include two 10- to 12-foot-wide travel lanes and a minimum 6-foot-wide landscape edge to plant trees and create separation for the sidewalk. Sidewalks should be a minimum of 8 feet wide, but can be wider depending on pedestrian volumes. A setback/landscape zone between a sidewalk and building should feature primarily herbaceous planting, canopy trees, understory trees, and shrubs.
STREETSCAPE CHARACTER

1. Campus Typical
2. Residential Typical
3. Campus Edge
4. Urban Edge Street
5. Jordan Avenue
6. Seventh Street
7. Bypass
8. Fee Lane
9. Tenth Street A
10. Tenth Street B
11. Woodlawn A
12. Woodlawn B
The following conceptual sections describe preferred streetscape elements and proportions for campus streetscapes as outlined in the streetscape character diagram on the previous page.

Campus Typical
- Two 10- to 12-foot-wide travel lanes
- Minimum 6-foot landscape edge to plant trees and create separation for the sidewalk
- Sidewalks 8 feet wide minimum, but can be wider depending on pedestrian volume
- Setback/landscape zone between the sidewalk and building features primarily herbaceous planting, canopy trees, understory trees, and shrubs

Residential Typical
- Two 10- to 12-foot-wide travel lanes
- On-street parking where road dimensions allow
- Minimum 6-foot landscape edge to plant trees and create separation for the sidewalk
- Sidewalks 6 feet wide minimum
- Setback/landscape zone between the sidewalk and building façade/front porch shall be uniform in dimension
3. CAMPUS EDGE

- Streetscape character shall build upon the existing streetscape condition along East Third Street
- Minimum 6-foot landscape edge to plant trees, allow for lighting, signage, and banners, and create separation for the sidewalk
- Sidewalks 8 feet wide minimum, but can be wider depending on pedestrian volume
- Low stone wall to provide unifying element along sidewalk
- Setback/landscape zone between the sidewalk and building shall match existing setback
- Landscape setback features primarily herbaceous planting, canopy trees, understory trees, and shrubs

4. URBAN EDGE STREET

- Streetscape character shall build upon the existing urban streetscape condition along North Indiana Avenue
- 8-foot-wide on-street parallel parking where road dimensions allow
- Urban sidewalk 12 to 14 feet wide minimum, to allow for in-grate tree planting, street lights, banners, seating, planters, and accessible retail frontage
5. JORDAN AVENUE

- One to two travel lanes and bike lane in each direction; a final design to be determined
- Minimum 10-foot landscape edge for trees and other plant materials
- Sidewalks 8 feet wide minimum, but can be wider depending on pedestrian volume
- Minimum 4-foot-wide on-street bike lane

6. SEVENTH STREET

- Minimum 6-foot landscape edge to plant trees and create separation for the sidewalk
- Sidewalks 8 feet wide minimum, but can be wider depending on pedestrian volume
7. **BYPASS**

- Two 12-foot-wide travel lanes in each direction, separated by a landscape median
- Generous landscape edge to plant trees and other plant materials
- Multi-use bike/walking path 10 feet wide minimum, but can be wider depending on volume, for campus side of bypass
- Setback/landscape zone on either side of the road and within the landscape median features primarily herbaceous planting, and canopy trees that create a natural setting

8. **FEE LANE**

- Minimum 6-foot landscape edge to plant trees
- Sidewalks 8 feet wide minimum
- Minimum 4-foot-wide on-street bike lanes
STREETSCAPE CHARACTER

9. TENTH STREET A, WEST OF THE RAILROAD TRACKS

- Minimum 6-foot landscape edge to plant trees, allow for lighting, signage, and banners, and to separate sidewalk from road
- Landscape edge varies to create a more natural setting east of the railroad tracks
- Sidewalks 8 to 10 feet minimum, but can be wider depending on pedestrian volume
- Maintain low stone wall as unifying element
- Two-way bike path on south side of East Tenth Street west of the railroad tracks
- Setback/landscape zone between the sidewalk and building to feature canopy trees, understory trees, and shrubs
- Selective groupings of conifers for screening
- Combined pedestrian walk and bike path on the north side of East Tenth Street east of the railroad tracks

STREETSCAPE CHARACTER

10. TENTH STREET B, EAST OF THE RAILROAD TRACKS
11. WOODLAWN A, NORTH OF TENTH STREET

- Minimum 6-foot landscape edge to plant trees, allow for lighting, signage, and banners, and create separation for the sidewalk
- Alumni Walk 10 feet wide minimum, but can be wider depending on pedestrian volume
- Uniform setback to be 70 feet from back of curb to building façade along the Alumni Walk on the east side of North Woodlawn Avenue, and 50 feet on the west side of North Woodlawn Avenue
- Sidewalks 8 to 10 feet minimum on the west side of North Woodlawn Avenue
- Low stone wall to provide unifying element within setback
- Setback/landscape zone between the sidewalk and building features primarily herbaceous planting, canopy trees, understory trees, and shrubs

12. WOODLAWN B, SOUTH OF TENTH STREET

- Landscape buffer varies 8-10' 6' min. 4' road varies
CAMPUS LIGHTING
There are several types of site and roadway lighting on campus, ranging from a retro-historic pedestrian-scale fixture in Dunn’s Woods to a more “Modern” mid to late 20th century light fixture on other parts of campus. The type of light source varies as well. A consistent design and hierarchy of pedestrian and street lighting should be developed and implemented over time to achieve a more unified and safe campus. As the University pursues implementation of the Campus Master Plan, a detailed campus lighting and wayfinding study should be conducted.

CAMPUS LIGHTING DESIGN PRINCIPLES
• Campus lighting should be part of a unified family of site elements that visually organize the campus setting and improve its function, visibility, safety, and security.

CAMPUS LIGHTING RECOMMENDATIONS
• Install pedestrian lighting of a different style and scale from roadway and parking lot lighting.
• Design campus lighting so that the illumination, intensity, quality, and distribution of light responds to the site characteristics and patterns of use.
• Use fixtures that direct light downward and minimize light pollution.
• Utilize light sources for energy efficiency, color rendition, and visibility of pedestrians on campus.
• Conceal the source of illumination on pedestrian fixtures.
Typical Campus Lighting Fixtures on the Indiana University Bloomington Campus