



Mary Street Vision

A vital pedestrian corridor through our city heart



Dedicated to a better Brisbane

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Cover: Artist's impression showing the future outdoor seating opportunities on Mary Street

About this vision

Anchored by iconic developments in Queen's Wharf Brisbane and Waterfront Brisbane and the arrival of the Albert Street Cross River Rail Station, Mary Street is set to become an iconic street in the inner city. As development occurs, Mary Street will emerge as a major new pedestrian artery for the southern city centre, playing an important role in helping people move around the city. The street needs to cater for high-volume pedestrian movements with improved safety and enhanced amenity for the growing resident, worker and visitor population.

Mary Street Vision (the vision) sets out the principles that will shape how the corridor will function as an economic and public space and provides overarching strategic and design direction to guide its future transformation.

Acknowledgement of Country

Brisbane City Council acknowledges the Traditional Custodians of the land and their unique relationship with their ancestral country. We pay respect to all Aboriginal and Torres Strait Islander Elders of Brisbane, and recognise their strength and wisdom.



Strategic context

Mary Street is located at a transition point where the city shifts from retail to residential, government to business and ridgeline to river. The street reflects these transitions - mixed-use with commercial office towers, government departments, hotels, serviced apartments and heritage buildings.

Mary Street plays an important role in connecting several key destinations in the city centre (see Figure 1). Over the coming years, it will also connect new developments, including the new Albert Street Station, Queen's Wharf Brisbane, Waterfront Brisbane and Midtown Centre (see Figure 2), as well as new cross-river bridges, the Neville Bonner and Kangaroo Point Green Bridges. These developments will radically change the nature and function of the street as a central pedestrian corridor critical to the success of the visitor and night-time economies in the city centre. They also provide an opportunity to develop a contemporary space along Mary Street that reflects the subtropical identity of the city centre.



Figure 1 - Mary Street corridor strategic context map

Mary Street today

Mary Street has significant untapped potential as it caters to a growing resident, worker and visitor population. Currently, Mary Street has narrow, inconsistent footpaths with a range of surface types and street elements. Mature trees frame the view from George Street and provide shaded areas for pedestrians. There are limited areas for people to gather and dwell along the street, however the intersections with Edward Street and Albert Street are activated with retail tenancies offering a change of pace.

Properties fronting Mary Street range from small-scale heritage buildings to new podium and tower developments. Figure 2 shows several sites that have the potential to be redeveloped. Development along the street should deliver subtropical design outcomes that reflect the principles of the vision with broader Brisbane City Council policies such as *New World City Design Guide - Buildings that Breathe* and *Design-led City - a design strategy for Brisbane*.

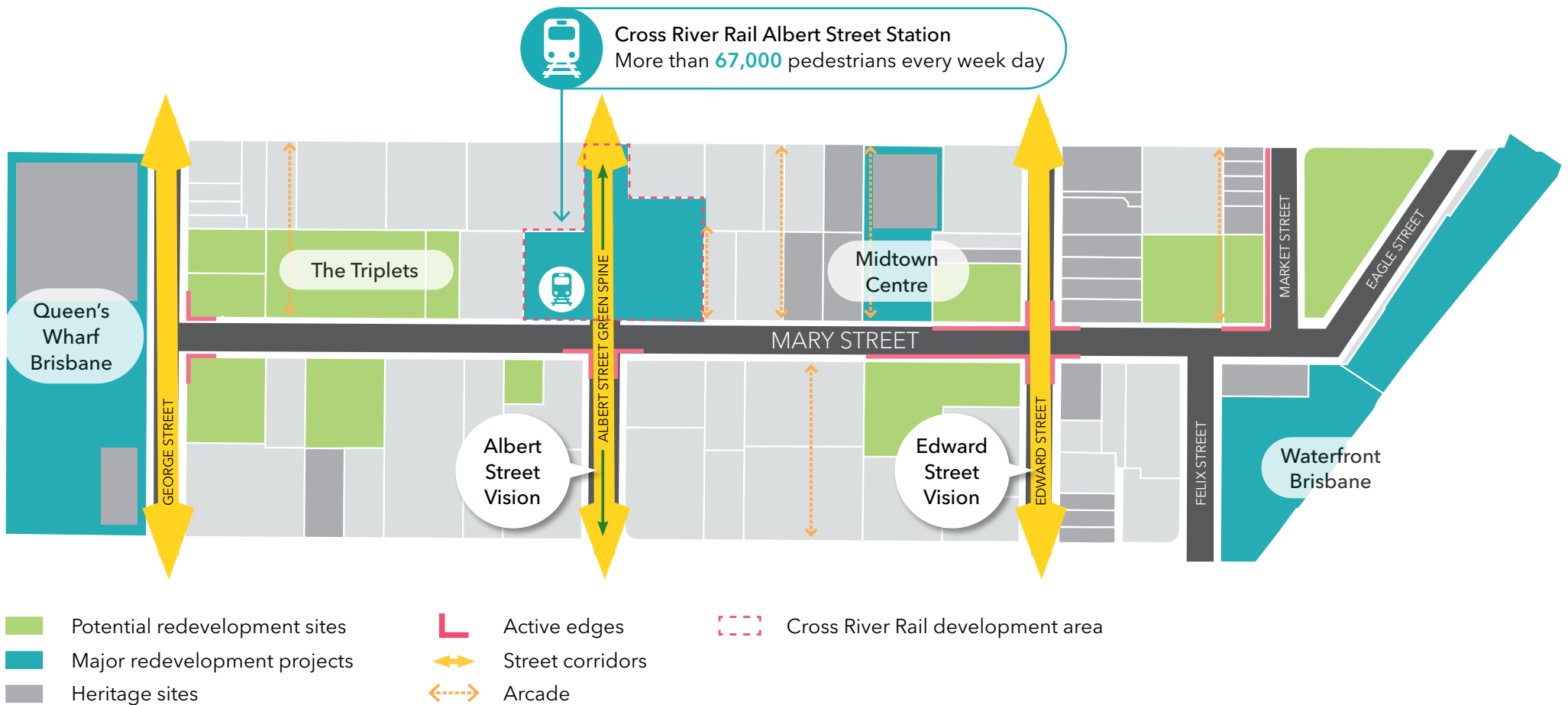


Figure 2 - Mary Street study area



Artist's impression showing proposed footpath widening on Mary Street

The vision

Mary Street will be a place for people and a vital pedestrian corridor through our city heart.

Characterised by its broad, shady footpaths and generous plazas, Mary Street will cater for commuters moving to and from the new Albert Street Station. In addition, Mary Street will be a quiet, green space for residents and will welcome visitors into Brisbane's city heart.

Mary Street will reflect the subtropical lifestyle and aspirations of the city in its design. A calm and relaxing atmosphere complements other city experiences and creates one of the city's most desirable addresses.

The street will evolve through collaborative partnerships between Council, the Queensland Government and private industry, responding to change as new opportunities arise.

Achieving the vision

Four fundamental principles shape the vision.

Walkable



Mary Street will connect pedestrians with key destinations in the city. The significance of this corridor given the location of significant future developments and transport infrastructure means that Mary Street will see substantial levels of pedestrian movement both day and night and play an essential role in the expanding visitor and nighttime economies.

Design-led values

- Comfortable
- Safe
- Inclusive

Subtropical



Brisbane living is subtropical living, reflected in our approach to buildings, landscape and lifestyle. Breezy, open spaces invite people to enjoy the outdoors. The streetscape will showcase native street trees and landscapes that moderate temperatures, filter light and promote airflow.

Design-led values

- Subtropical
- Healthy
- Green

Connected



Mary Street will provide a high-quality, integrated public transport hub. This hub will link the Cross River Rail Albert Street Station, as well as 24/7 two-way bus services including the Gold Glider.

Taxi, rideshare, residential and commercial vehicle access will service the growing mix of apartments, hotels and retail activities in the street.

Design-led values

- Connected
- Safe
- Efficient

Liveable



Mary Street will provide comfortable spaces within the street to allow people to relax and enjoy the city life that goes on around them. This experience complements other streets and spaces in the city.

The elements that make up Mary Street will reinforce the street's identity as a lifestyle address for residents and a vibrant space for workers and visitors.

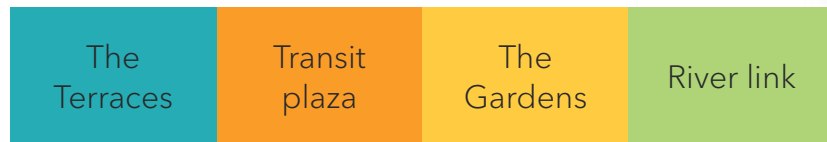
Design-led values

- Sense of place
- Diverse
- Inclusive

Segments of Mary Street

Mary Street already has several distinct segments which vary in character, function and landscape. In the vision, these characteristics have been amplified to inform a design response that reflects each area's unique needs.

The segments are:



Street elements

The vision introduces a series of placemaking elements that can be both modular and scalable. These elements provide for a range of experiences and create places where street life can occur. The distinct areas of the street will be united by an overarching rationale and Aboriginal and Torres Strait Islander cultural mapping.

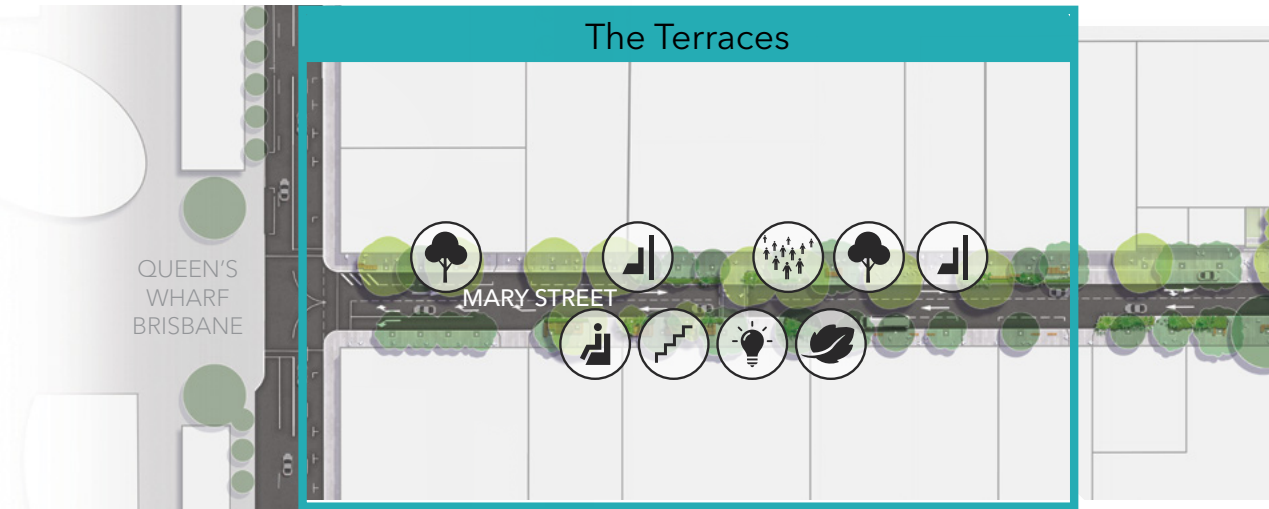


Figure 3 - the distinct areas of Mary Street

Spatial elements

- Broad footpaths**
Open, uncluttered space for increased pedestrian movements.
- Outdoor dining**
Space for new or existing outdoor dining tenancies on widened footpaths to create a vibrant and active street.
- Urban seating terraces**
Modular, multi-use seating terraces, incorporating subtropical landscaping.

Furniture elements

- Pedestrian lighting**
Safety and creative lighting outcomes to enhance the function of the street and support the nighttime economy.
- Edge seating**
A variety of seating to accommodate a range of street users and functions.
- Seating nooks**
Seating to accommodate groups and promote interaction.
- Rain canopy**
Shelters to provide protection from the elements and complement gaps in building awnings.

Landscape elements

- Subtropical boulevard**
Additional trees placed along the street, creating a strong subtropical identity.
- Open spaces**
Open, green areas to provide soft, informal spaces for passive recreation, particularly for residential and accommodation guests.
- Green relief and shade**
Canopy, understorey and vertical landscaping to soften the built environment, provide cooling and increase shade.

Albert Street Intersection

Page 10

Albert Street to Edward Street

Page 12

Edward Street to Eagle Street

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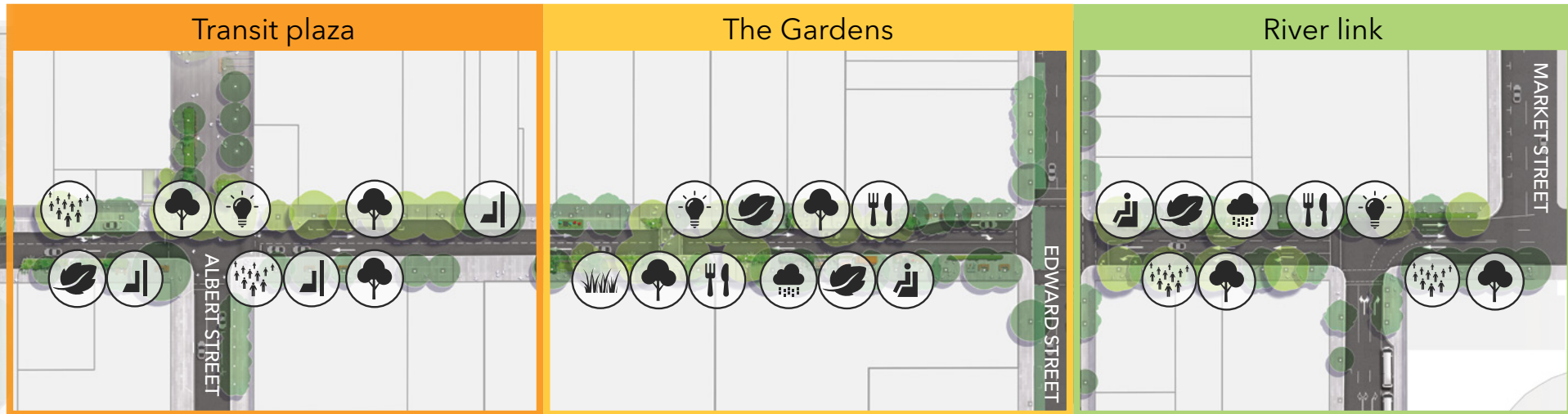








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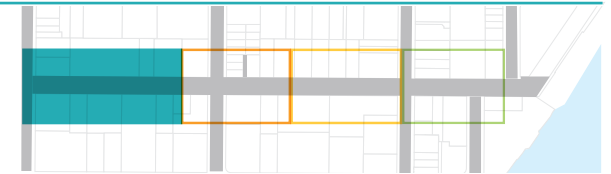
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The Terraces

George Street to Albert Street

This section of Mary Street slopes gently from the ridgeline along George Street down towards Albert Street. The proposed landscape allows for terraced seating, with a series of flexible, shaded seating nooks for shelter and relaxation. A mid-block crossing will align with future walkways through development sites, increasing pedestrian safety and connectivity with the rest of the city.

A broad, uncluttered footpath will accommodate increased pedestrian volumes created by Queen's Wharf Brisbane and the new Albert Street Station. In addition, road space provides for necessary parking and loading areas and a bus interchange hub to connect to the train station.



The Terraces cross-section

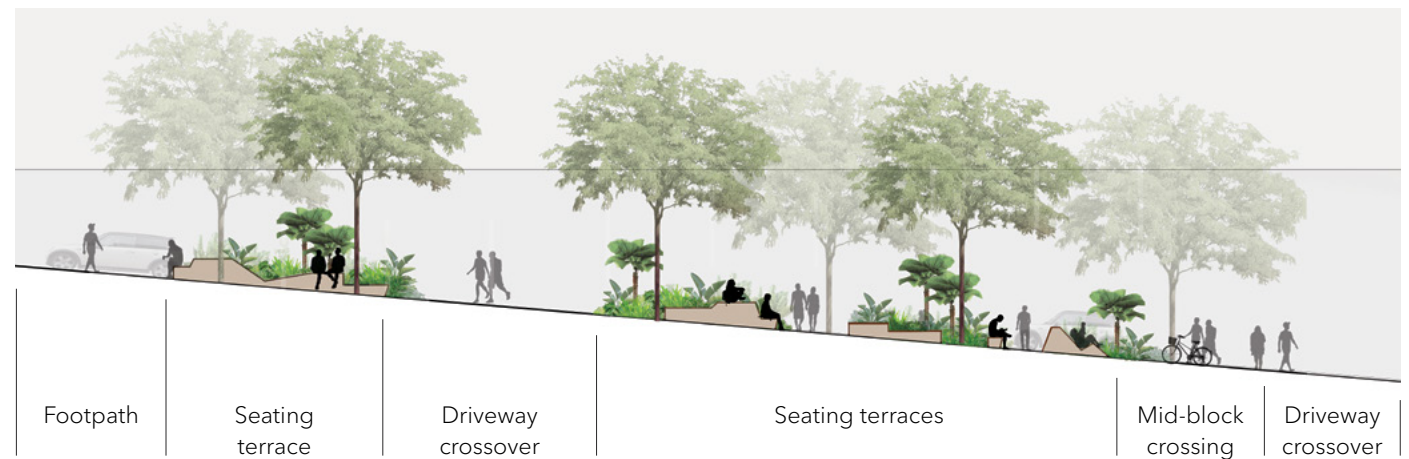


Figure 4 - George Street to Albert Street cross-section

Legend

1 George Street intersection and connection to Queen's Wharf Brisbane

Signalised intersection across Mary Street, full width kerb ramps and scramble crossing to improve pedestrian connectivity.

2 Loading and parking

Space to accommodate loading or parking functions, with opportunity to test temporary activation outcomes e.g. food trucks or parklets (converting parking spaces into public seating).

3 Two-way road

4 Loading zones

Short stay spaces for taxi or private vehicle drop-off/pickup.

5 Broad footpaths

Uncluttered footpaths to cater for increased pedestrian movements. High quality paving finish.

6 Mid-block crossing

Increases pedestrian connectivity and safety.

7 Seating terraces

Modular, multi-use seating terraces with subtropical landscaping.

8 Boulevard trees

New line of trees placed on the kerb line to provide a strong, green identity and a cooler micro-climate during the summer months.

9 Tree avenue

Existing leopard trees supplemented with additional trees on either side of the street.

10 Understorey planting

Lush ground covers to break up hard surfaces and add to the subtropical feel.

11 Seating

A variety of options to cater for all levels of accessibility.

12 Public art

Opportunity to incorporate public art into the streetscape.

13 Private development

Opportunity for enhanced street interface and laneway connections towards Charlotte Street.

14 Primary bus stops

Bus stop for high frequency services such as the Gold Glider in close proximity to the new train station.

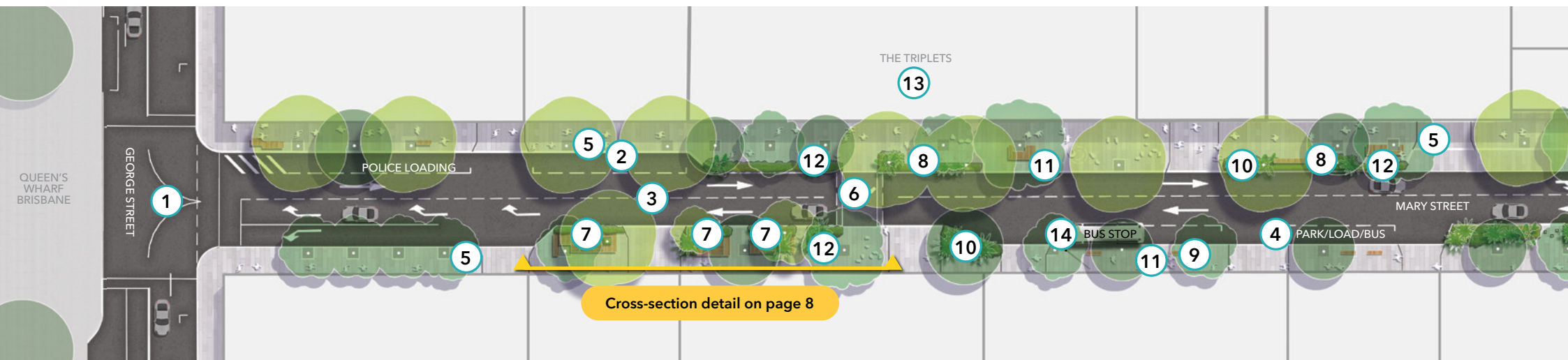


Figure 5 - George Street to Albert Street section proposed changes

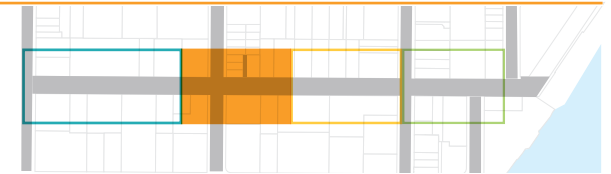
Transit plaza

Albert Street intersection

Once Cross River Rail is completed, the transit plaza will be a bustling commuter space where the new Albert Street Station will meet Albert Street's green spine.

The delivery of the new station will include several changes to the Albert Street intersection. New public open space may be delivered in conjunction with the station accessways, providing an opportunity to activate the intersection with small retail tenancies.

The intersection of Mary and Albert Streets is deliberately free of unnecessary structures to allow for unencumbered pedestrian movement. An adjacent bus stop will accommodate interchange services for rail passengers, creating a seamless transit hub.



Transit plaza cross-section



Figure 6 - Albert Street intersection cross-section

Legend

- 1 Retail outlets**
Ground level leasable spaces proposed to activate the edge of the plaza and benefit from increased footfall generated by the station.
- 2 Green spine**
For increased pedestrian movements, with outdoor seating and access to adjacent areas. To be designed and delivered by the Cross River Rail project.
- 3 Two-way road**
- 4 Albert Street Station accessways**
Access to the underground station.
- 5 Intersection**
Pedestrian scramble crossing.
- 6 Boulevard trees**
New line of trees placed on the kerb line to provide a strong, green identity and a cooler micro-climate during the summer months.
- 7 Tree avenue**
Existing leopard trees supplemented with additional trees on either side of the street.
- 8 Loading zones**
Short stay spaces for taxi or private vehicle drop-off/pickup.
- 9 Seating**
A variety of options to cater for all levels of accessibility.
- 10 Opportunity for public open space**
- 11 Primary bus stops**
Bus stop for high frequency services such as the Gold Glider in close proximity to the new train station.
- 12 Wayfinding**
Enhanced public transport wayfinding, signage and infrastructure.

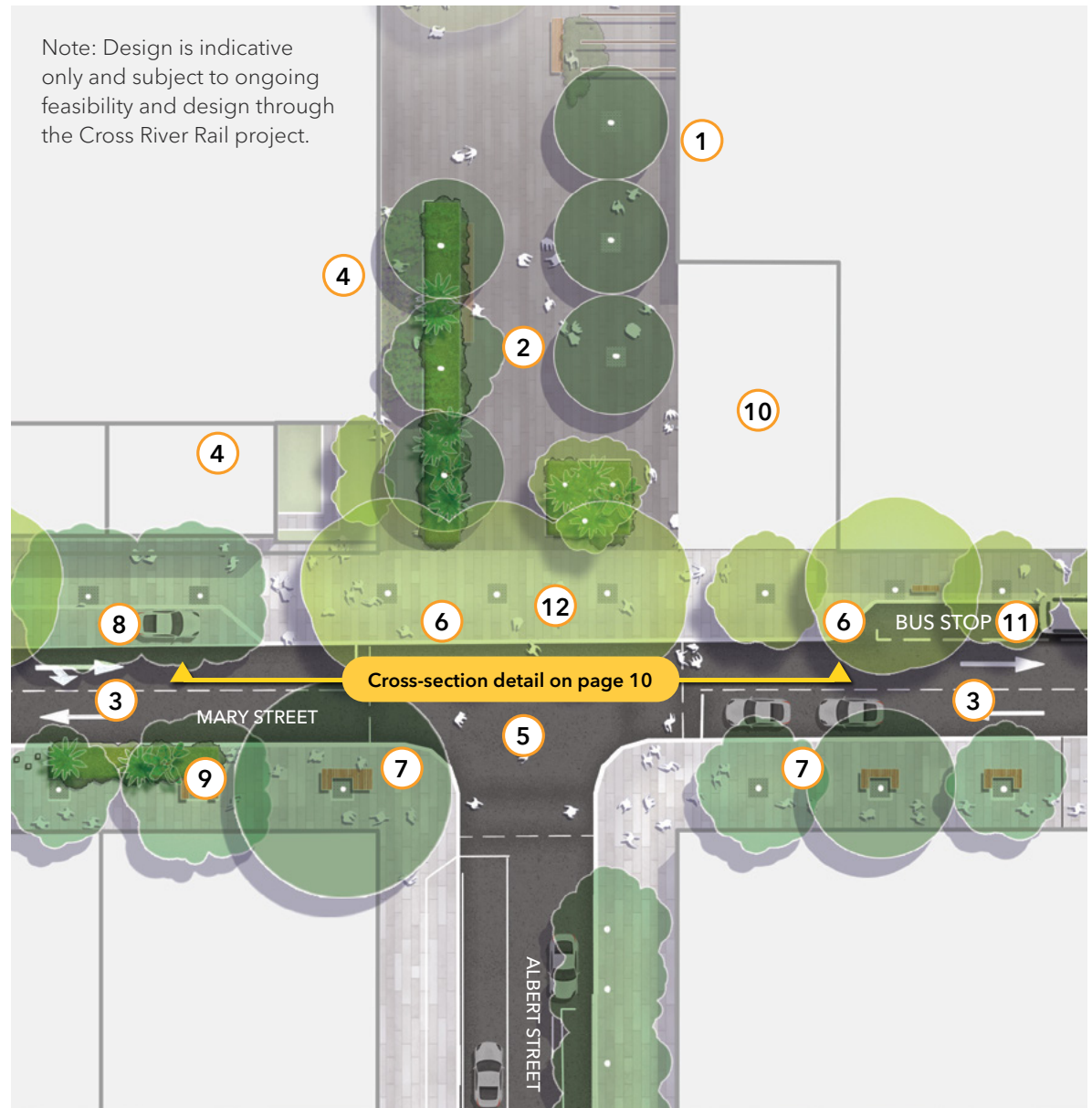


Figure 7 - Albert Street intersection proposed changes

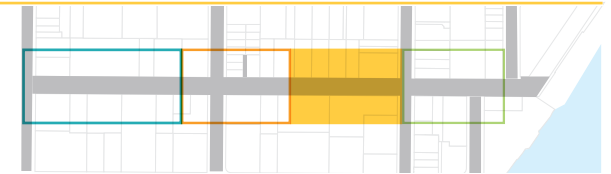
The Gardens

Albert Street to Edward Street

This segment of Mary Street contains a range of hotels, residential apartments and two heritage buildings. It provides a great opportunity to create open space areas because of its gentle slope, lower pedestrian volumes and residential uses.

The widened footpath in this section can accommodate a range of uses such as green spaces, gardens, outdoor dining and shaded areas, and temporary activities such as food trucks.

Significant pedestrian traffic is directed along footpaths closest to buildings, keeping movement direct and providing easy access to building entrances.



The Gardens cross-section

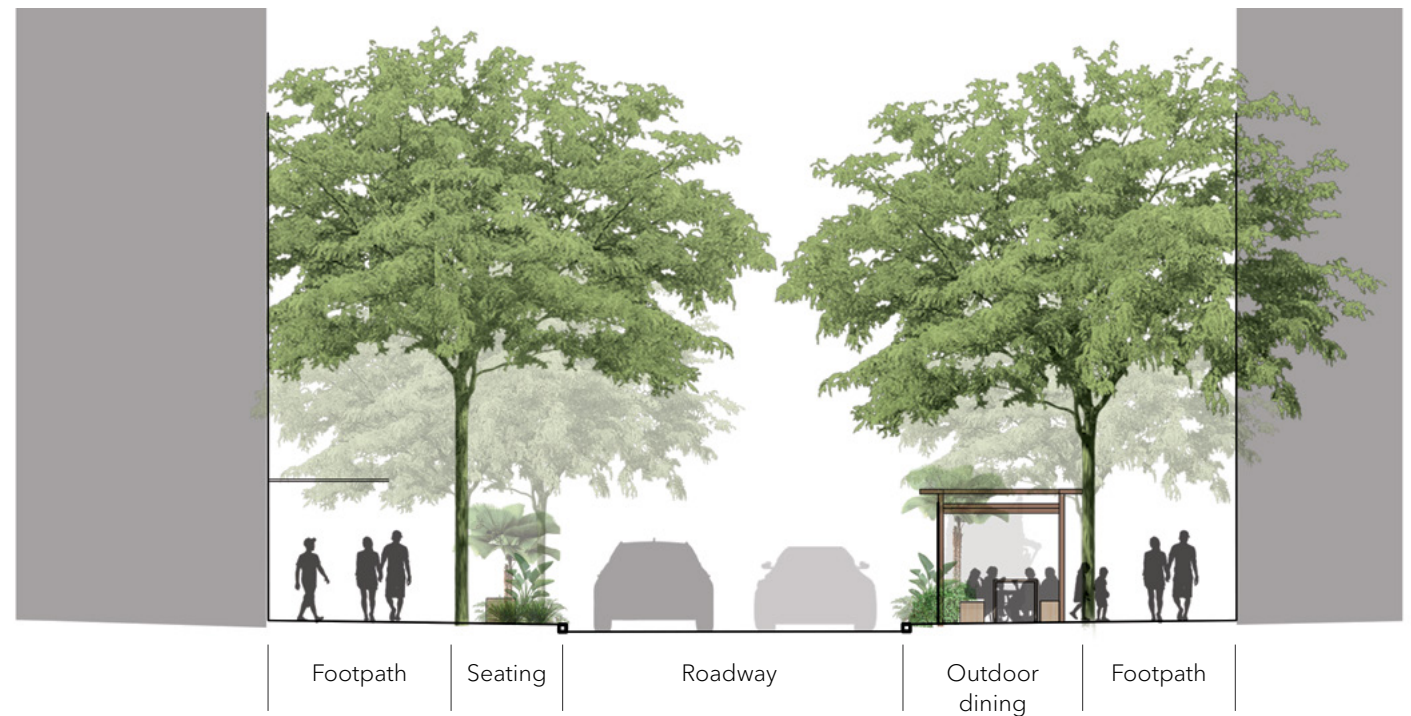


Figure 8 - Albert Street to Edward Street cross-section

Legend

- | | | |
|---|--|---|
| <p>1 Two-way road</p> <hr/> <p>2 Mid-block crossing
Increases pedestrian connectivity and safety.</p> <hr/> <p>3 Seating
A variety of options to cater for all levels of accessibility.</p> <hr/> <p>4 Broad footpaths
Uncluttered footpaths to cater for increased pedestrian movements. High quality paving finish.</p> <hr/> <p>5 Loading and parking
Space to accommodate loading or parking functions, with opportunity to test temporary activation outcomes e.g. food trucks or parklets (converting parking spaces into public seating).</p> | <p>6 Loading zones
Short stay spaces for taxi or private vehicle drop-off/pickup.</p> <hr/> <p>7 Boulevard trees
New line of trees placed on the kerb line to provide a strong, green identity and a cooler micro-climate during the summer months.</p> <hr/> <p>8 Tree avenue
Existing leopard trees supplemented with additional trees on either side of the street.</p> <hr/> <p>9 Understorey planting
Lush ground covers to break up hard surfaces and add to the subtropical feel.</p> | <p>10 Public art
Opportunity to incorporate public art into the streetscape.</p> <hr/> <p>11 Active transport
CityLink Cycleway direct connection to the future Kangaroo Point Green Bridge.</p> <hr/> <p>12 Primary bus stops
Bus stop for high frequency services such as the Gold Glider in close proximity to the new train station.</p> |
|---|--|---|

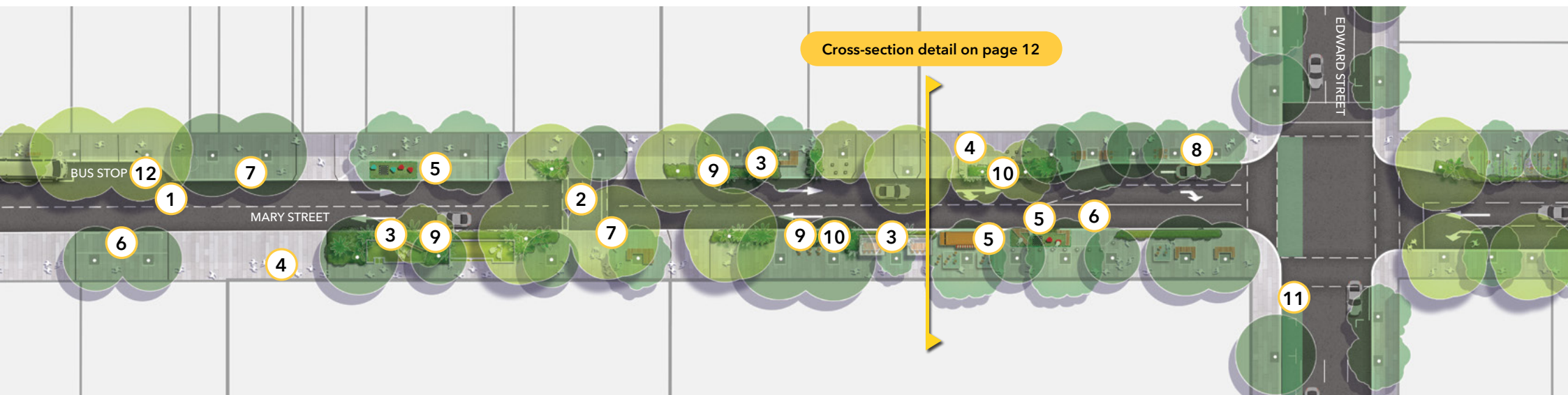


Figure 9 - Albert Street to Edward Street section proposed changes

River link

Edward Street to Eagle Street

This eastern end of Mary Street directly connects with the City Reach Waterfront (the area from City Botanic Gardens to Howard Smith Wharves) and the Eagle Street development area. The intention is to allow for a direct pedestrian connection to the river and allow generous frontages to buildings such as Naldham House.

This section plays an important traffic role as part of the broader city network. The connection to Eagle Street provides a key link in the city centre road network.

The northern side of the street provides an opportunity to test footpath widening, shade, seating and planting ideas in this vision before permanent installation throughout the rest of the street.

River link cross-section



Figure 10 - Edward Street to Eagle Street cross-section

Legend

- | | | |
|---|--|---|
| <p>1 Edward Street intersection
Signalised intersection with full width kerb ramps and potentially a scramble crossing to improve pedestrian connectivity.</p> | <p>6 Pergola structures
Planted with climbing plants to provide a green canopy for people to walk through or wait in the shade.</p> | <p>10 Seating
A variety of options to cater for all levels of accessibility.</p> |
| <p>2 Two-way road</p> | <p>7 Boulevard trees
New line of trees placed on the kerb line to provide a strong, green identity and a cooler micro-climate during the summer months.</p> | <p>11 Loading/Parking
Space for loading or parking with opportunity to test temporary activation outcomes such as food trucks or parklets (converting parking spaces into public seating).</p> |
| <p>3 Broad footpaths
Uncluttered footpaths to cater for increased pedestrian movements. High quality paving finish.</p> | <p>8 Tree avenue
Existing leopard trees supplemented with additional trees on either side of the street.</p> | <p>12 Market Street
Opportunities for street activation and streetscape upgrades through development opportunities.</p> |
| <p>4 Street dining
Potential for outdoor dining areas on the kerbside of the footpath with shelter overhead.</p> | <p>9 Understorey planting
Lush ground covers to break up hard surfaces and add to the subtropical feel.</p> | |
| <p>5 Loading zones
Short stay spaces for taxi or private vehicle drop-off/pickup.</p> | | |

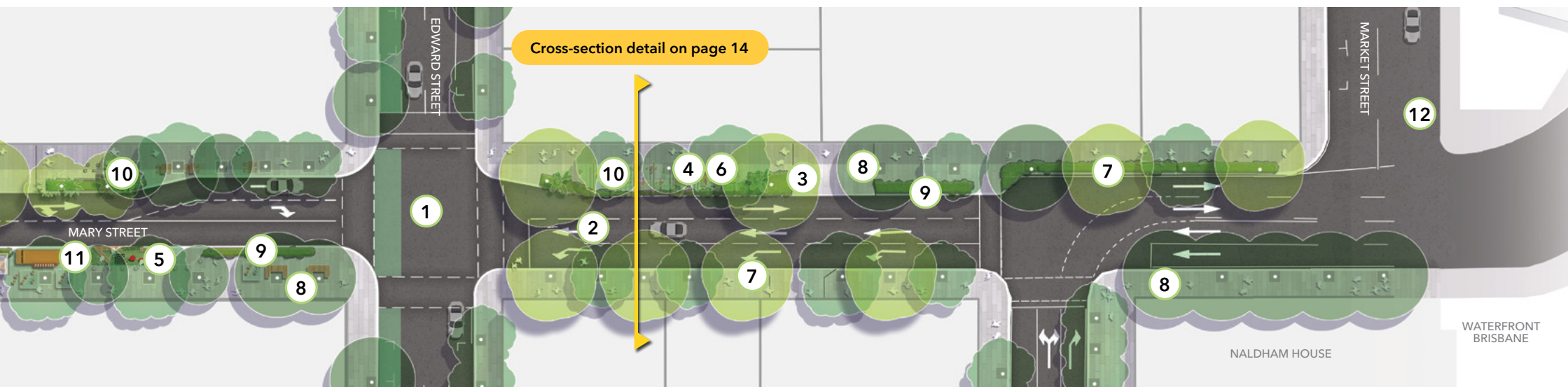


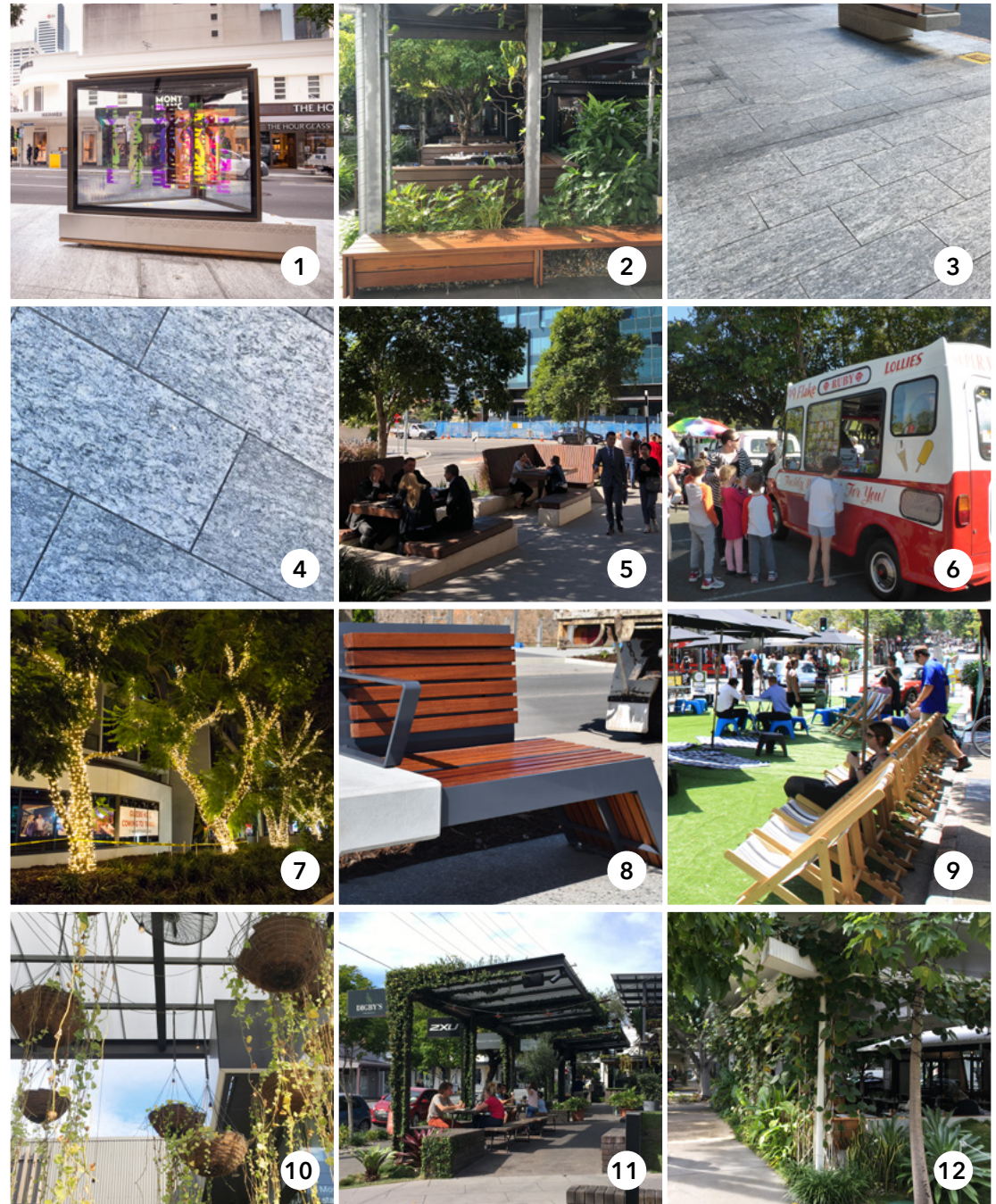
Figure 11 - Edward Street to Eagle Street section proposed changes

How Mary Street will look

Materials

As development occurs, Mary Street will be upgraded progressively with a unified palette of high-quality materials to create shelters, architectural structures and street furniture (e.g. seating).

- 1 Public art opportunities
- 2 Shelters
- 3 Granite paving
- 4 Granite paving detail
- 5 Flexible seating
- 6 Temporary food trucks
- 7 Creative lighting
- 8 Timber seating
- 9 Temporary outcome testing
- 10 Pergolas
- 11 Outdoor dining
- 12 Subtropical landscaping



Planting

The vision proposes supplementing existing canopy coverage with new trees. Using a sparse canopy flowering native rainforest tree, such as pink euodia, would complement the existing species (leopard trees, tulipwood and hard quandong) and those designated in Council's planning scheme *Brisbane City Plan 2014*. The textural foliage of understory species and climbing plants will aid the subtropical feel.

(N) Native plant

- 1** Blue flax lily **(N)**

- 2** Lily turf

- 3** Native lilac **(N)**

- 4** Spider lily

- 5** Heartleaf philodendron

- 6** Pink euodia flower **(N)**

- 7** Cordyline **(N)**

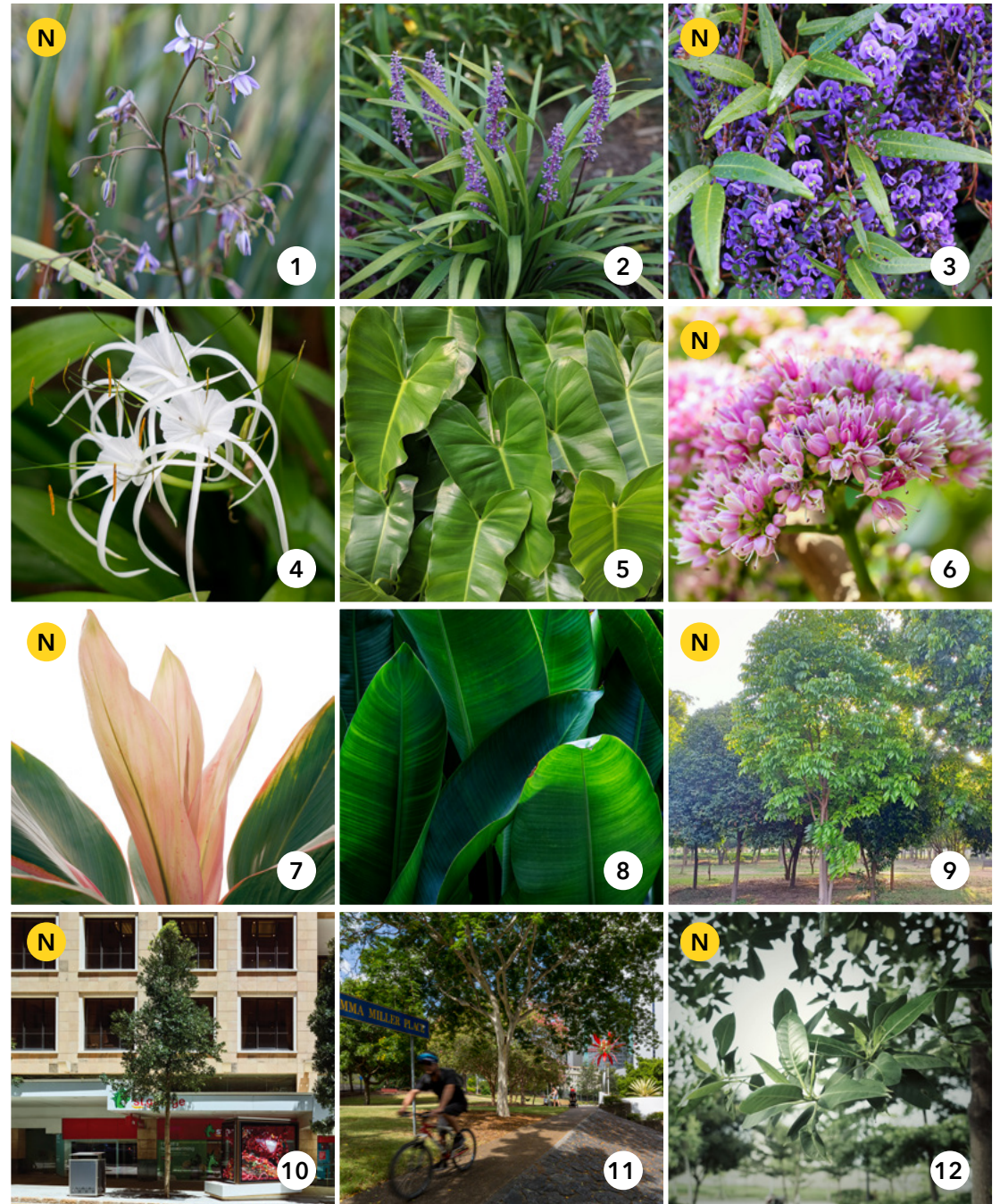
- 8** Heliconia

- 9** Hard quandong **(N)**

- 10** Kauri pine **(N)**

- 11** Leopard tree

- 12** Tulipwood **(N)**





Artist impression showing modular terraced seating on Mary Street, integrating lush subtropical landscaping.

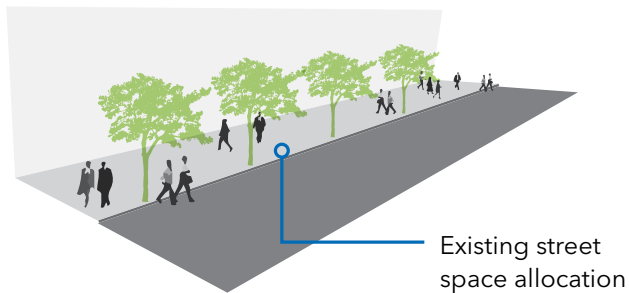
Mary Street's transformation - how we'll get there

Major projects occurring along Mary Street will have a transformative effect on surrounding properties and streets. This means there is a range of potential partners to assist in the short and long-term delivery of the vision.

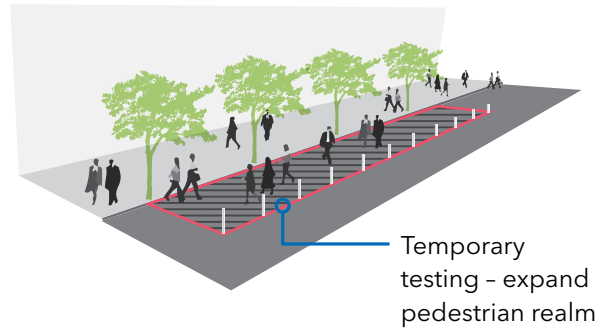
Implementation

The design components in this vision can be delivered in stages and modified where necessary. This approach allows for developing partnerships between Council and the private sector, with the advantage of pooling resources and managing delivery timeframes.

Existing



Short term



Long term

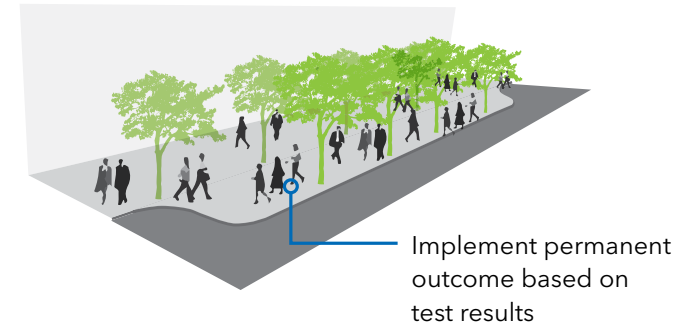


Figure 12 - Implementation process through testing approach

Getting around

The vision prioritises walking by creating a generous pedestrian corridor, reflecting the changing needs of the street. Allowing for reduced road width and two-way movement at slow speeds will deliver additional pedestrian space and a safe cycling environment (see Figure 13) while maintaining vehicle flow within the city grid.



Pedestrian movements

With the completion of the Albert Street Cross River Rail Station, Queen’s Wharf Brisbane, Neville Bonner Bridge and the Kangaroo Point Green Bridge, Mary Street will be the focus of pedestrian movement in the southern areas of the city centre.

Wide footpath verges combined with pedestrian scramble crossings at signalised intersections and new mid-block crossings will provide high pedestrian connectivity along and across Mary Street.

Public transport

The new Cross River Rail Albert Street Station will provide a major public transport hub in the centre of Mary Street. The provision of two-way all-day bus services in Mary Street, including the new Gold Glider, will provide for efficient and direct interchanges between bus services and the new train station at the Mary Street and Albert Street intersection. Enhanced public transport wayfinding will make it easy to find stations, bus stops and timetables.

Residential and commercial access

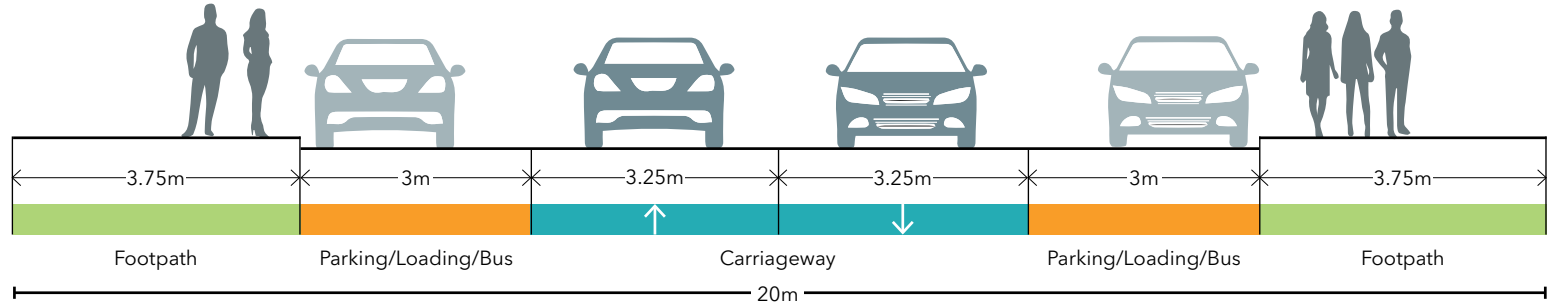
Mary Street is a vibrant mix of residential, commercial, retail and hotel activities. Vehicular access will be provided for local residents and businesses. Off-street parking will be provided for residents, services and deliveries and short term on-street facilities will provide for drop-off, pick-up and taxi services.

Taxi and rideshare

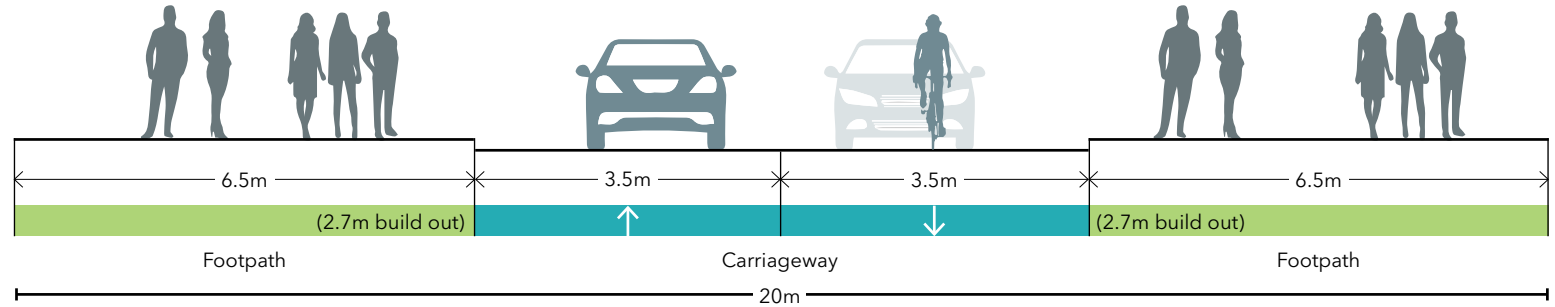
Mary Street will be at the centre of day and night activity areas, including proposed new dining and entertainment precincts at Queen’s Wharf Brisbane and Waterfront Brisbane. Mary Street will provide facilities for taxis and ride share vehicles, including during evenings and weekends.

Mary Street road sections

1. Existing road section



2. Recommended road section - high volume pedestrian areas



3. Recommended road section - traffic function areas

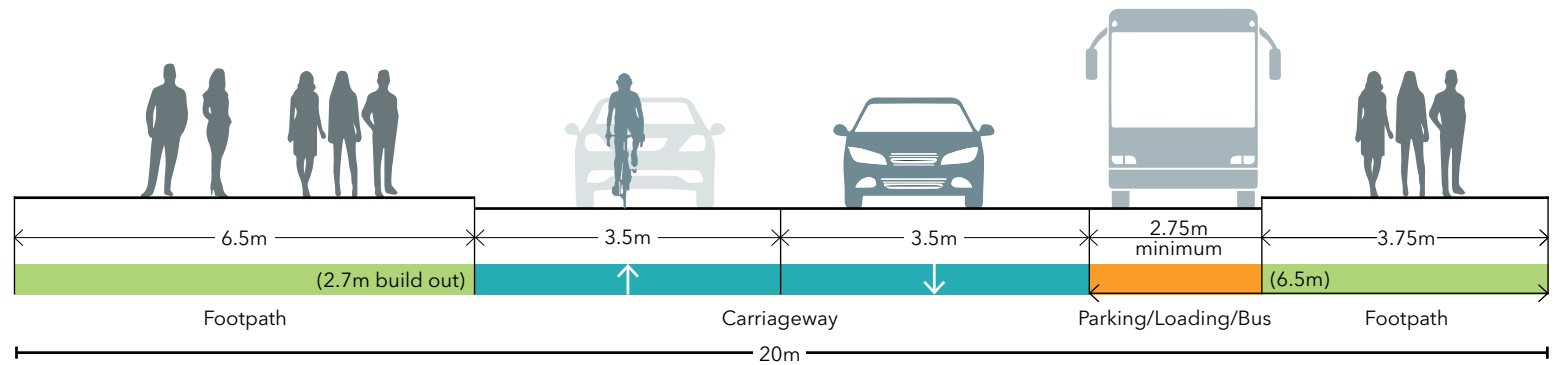


Figure 13 - Existing and recommended road section

Timing

With the completion of the new Cross River Rail Albert Street Station expected in 2024 and the potential for redevelopment of several key buildings in the next five years, implementing the vision over this timeframe will create significant partnership opportunities for delivering streetscape upgrades.

In the short term, Council and the private sector can partner to plan and test the ideas in the vision. With this approach, a temporary kerbside area would be set aside, expanding the pedestrian zone. Seating and other street furniture, landscape elements and activations can be tested, evaluated and used to inform the final result. Figure 14 demonstrates how this approach can inform the implementation of permanent outcomes.

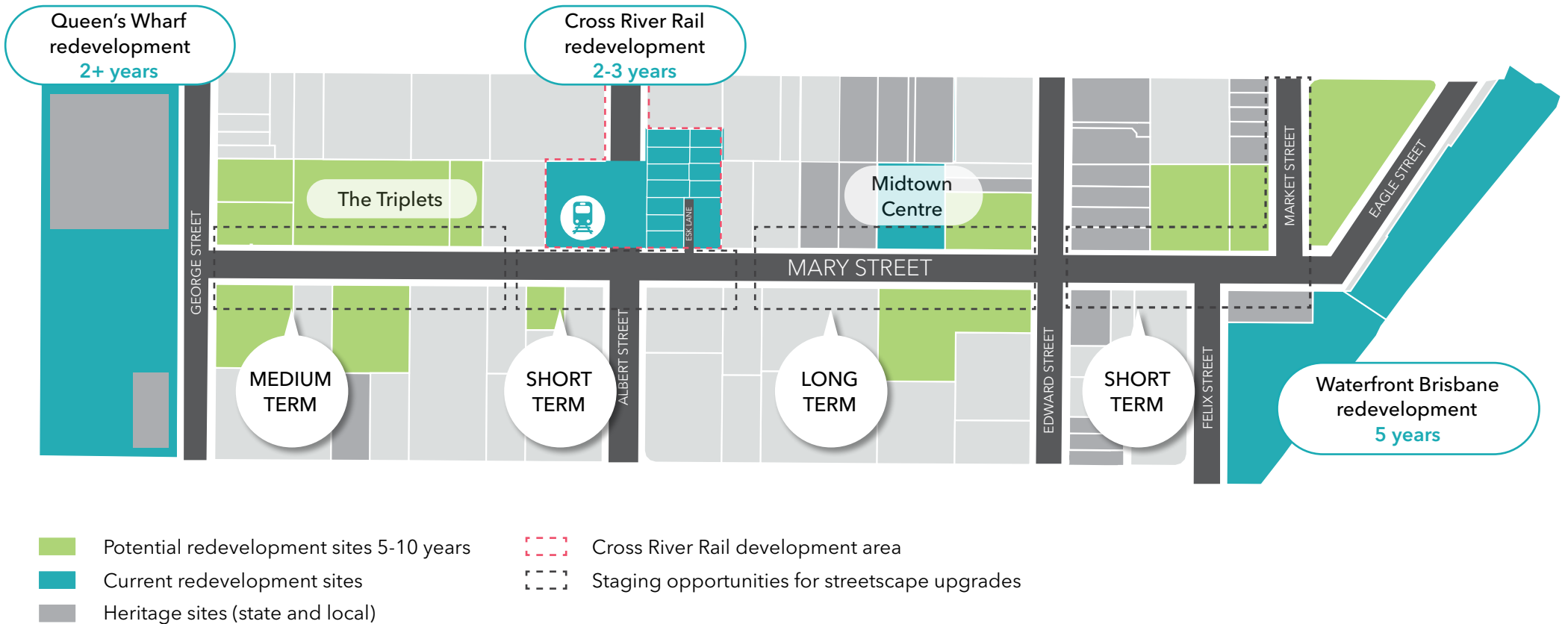





Figure 14 - Site redevelopment opportunities

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