

Hei

Kivenlahden liikekeskuksen LE-saattopaikka on esitetty lainvoimaisessa katusuunnitelmassa Höyrylaivantien varrelle, joka on rakennettu viimeistelyä vaille valmiiksi. Liitteenä viimeisin kadun rakennussuunnitelma.

Tässä taustaa asiaan:

- Katusuunnitelma on aikanaan tehty korttelin suunnitelmien mukaan, mutta nyt rakennuslupavaiheessa korttelisuunnitelmat ovat muuttuneet.
- Tällöin mm. ovet ovat jääneet kauemmaksi eikä Laineittenaukiolle alkuperäisessä katusuunnitelmassa ajateltu saattopaikka ole enää tarpeeksi lähellä LE-saattoja ajatellen.

Saattopaikka Meriusvanaukiolle ei ole mahdollinen, koska:

- Ajo Höyrylaivantieltä olisi kapeaa jk/pp-raittia (leveys n. 4 m) metron ovelle vaarantaa muut raitilla liikkuvat.
- Ajomatka LE-taksilla olisi n. 60-70 m jkpp-raittia pitkin ja kääntyminen olisi toriaukiolla metron oven edessä. Toria ja raittia ei ole asemakaavassa tai katusuunnitelmassa tarkoitettu toistuvaa saattoliikennettä varten.
- Kun asumisen suurkortteli 340828 on rakennettu, niin uudet kerrostalot aiheuttavat näkemäesteen mikäli raitille sallitaan saattoliikenne.

Olemme kaupunkitekniikan keskuksen katusuunnittelun puolelta ehdottaneet RAKA-työryhmälle toista LE-saattopaikkaa metron itäiselle sisäänkäynnille Seitsemisenmerenreitille. Suunnitelma ajourineen liitteenä. Toistaiseksi ehdotuksemme ei ole sopinut RAKA-työryhmälle.

Rakennusvalvonta tai RAKA-työryhmä eivät ole kommentoineet aikaisemmin asemakaavaa tai katusuunnitelmia.

LE-saattopaikkojen kommentointi tulee tehdä asemakaavavaiheessa, jolloin saadaan mahdolliset tilavaraukset katualueelle.

Tässä tapauksessa kadun suunnitteleminen ja rakentaminen uudelleen edellyttää lisämäärärahaa Kivenlahden metrokeskuksen viimeistelyihin.

Periaatteena on ollut, että kadun varteen voidaan toteuttaa LE-saattopaikkoja yleiseen käyttöön erikseen harkittaessa, jos sellainen saadaan kadun varteen kohtuullisin järjestelyin. Mikä tarkoittaa myös sitä, että kaavassa varataan riittävästi katutilaa (LE-paikan tilan tarve on suurempi). Pääsääntöisesti LE-saattopaikkoja voi tulla kadulle paikkoihin, joissa on jokin julkinen asiointikohde vieressä.

Muiden LE-paikkojen peruseriaate on sama, eli ne ovat aina kiinteistön vastuulla ja tulee sijoittaa tontille.

Tilavaraukset on huomioitava asemakaavavaiheessa, jotta tontille saadaan riittävästi tilaa.

Mikäli kadut on jo suunniteltu ja rakennettu, niin LE-paikkoja ei voi lisätä jälkikäteen. Kaupungin katualueelle ei voida sijoittaa kiinteistöille korvamerkittyjä LE-paikkoja.

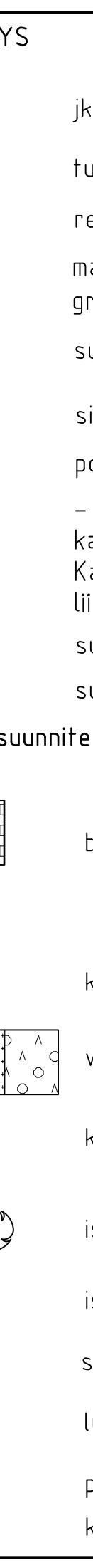
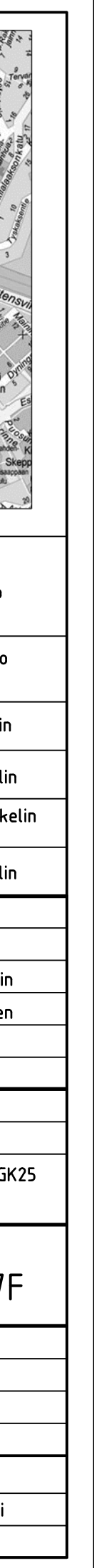
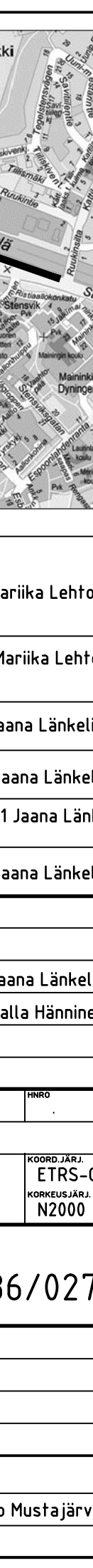
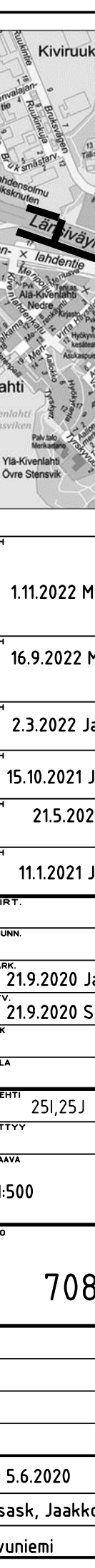
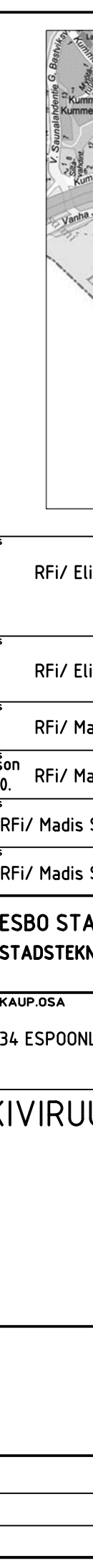
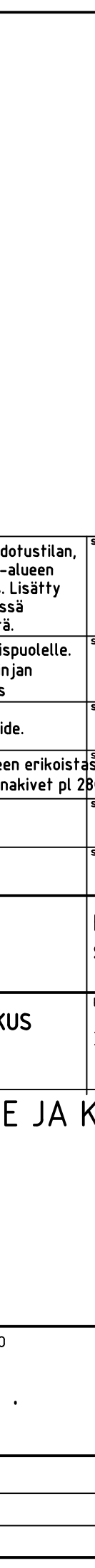
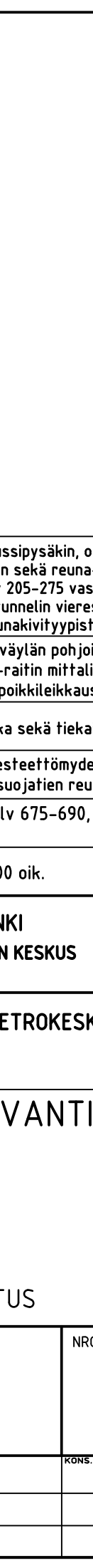
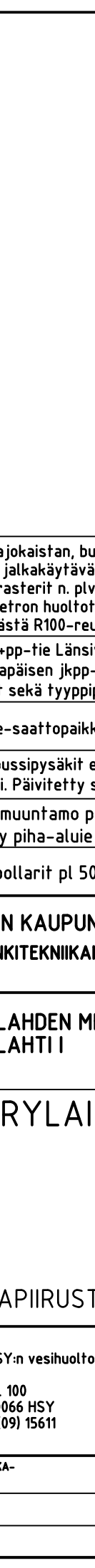
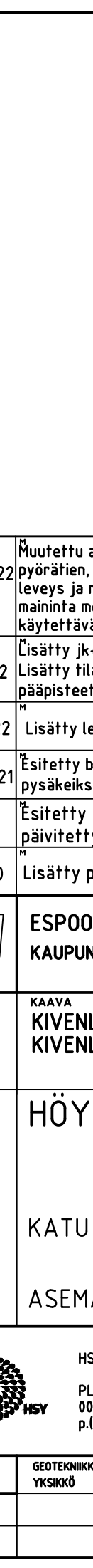
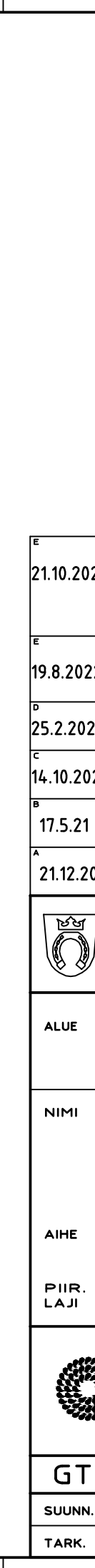
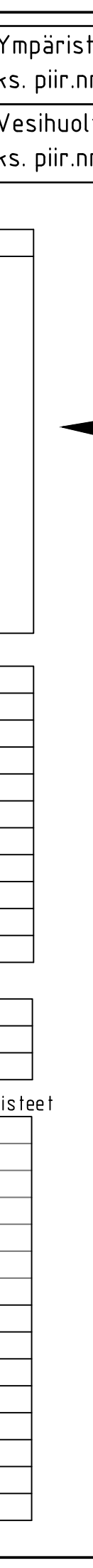
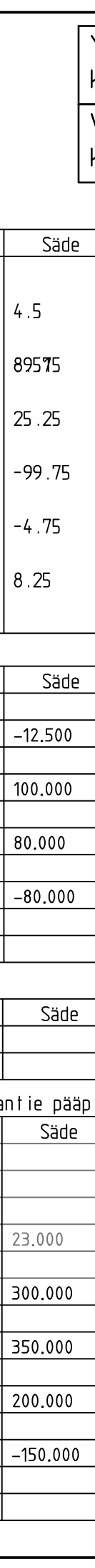
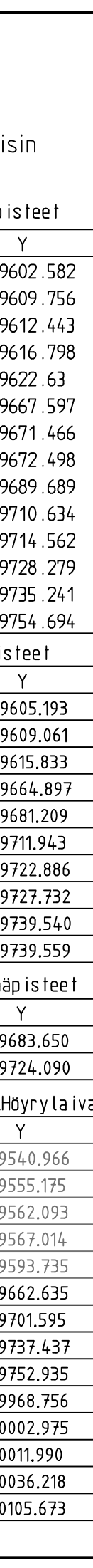
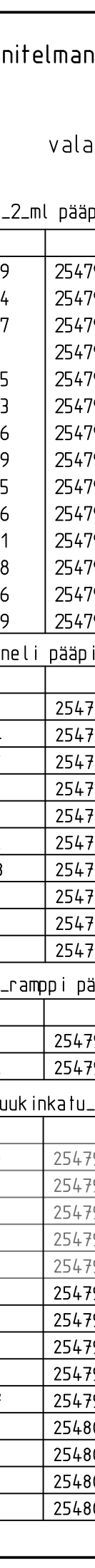
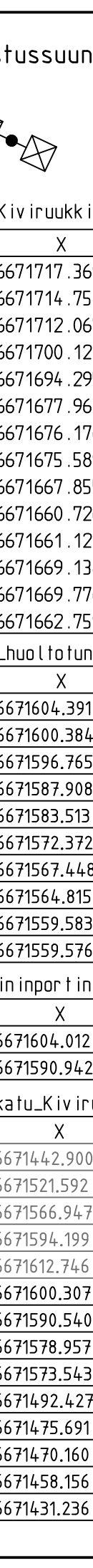
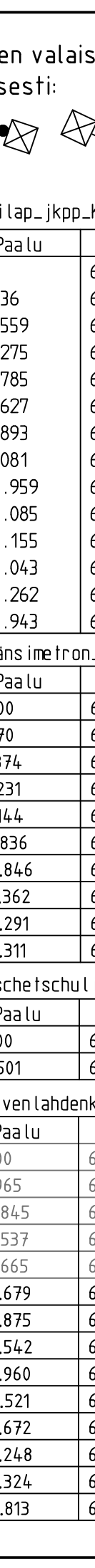
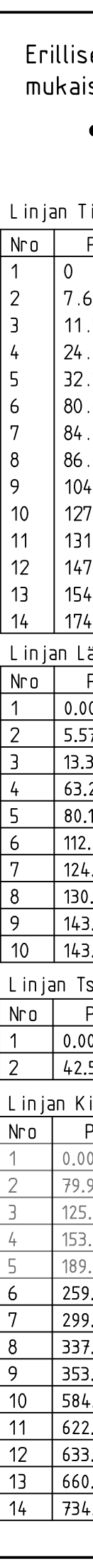
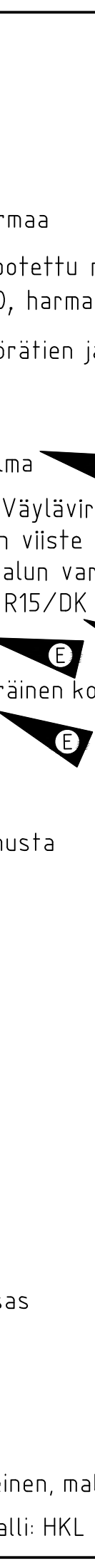
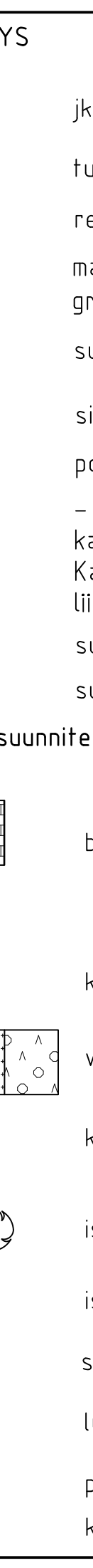
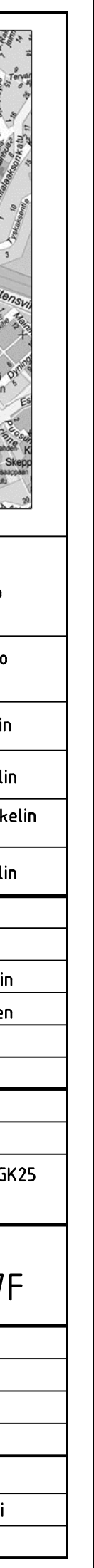
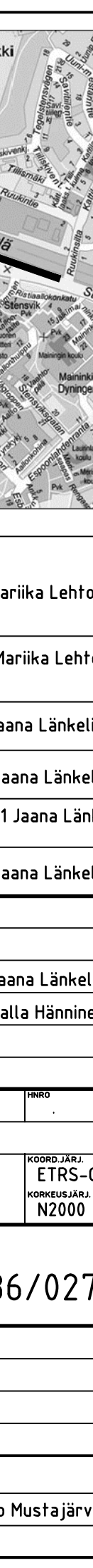
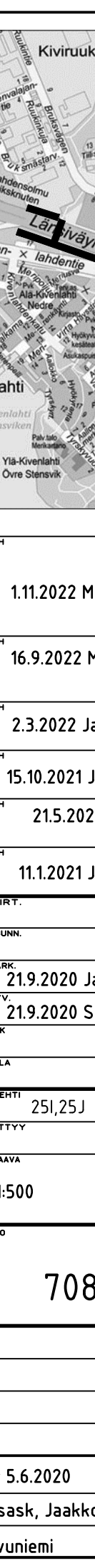
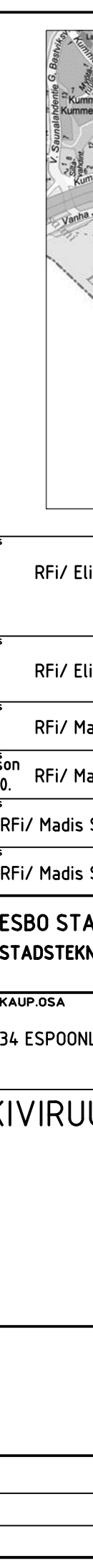
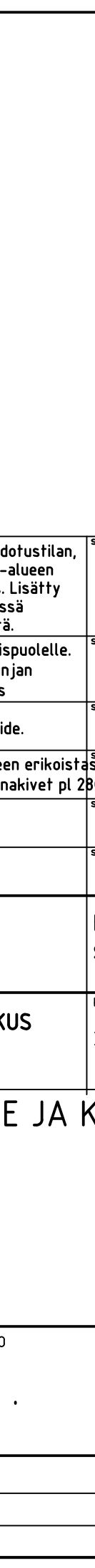
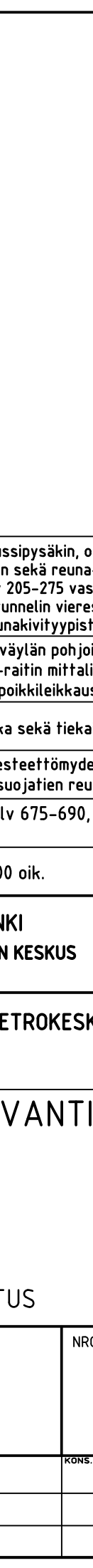
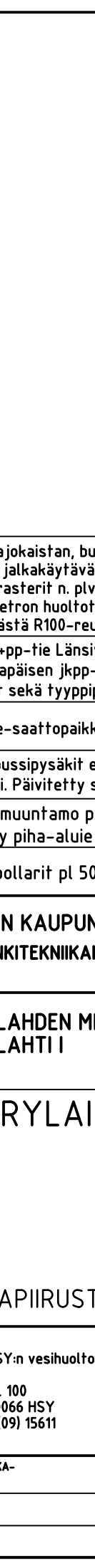
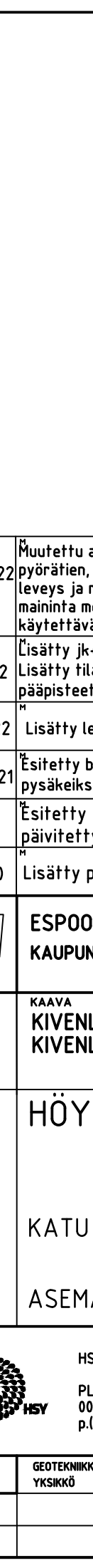
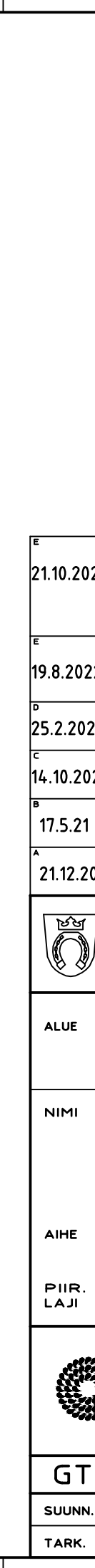
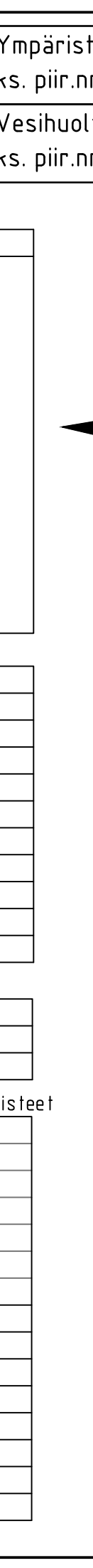
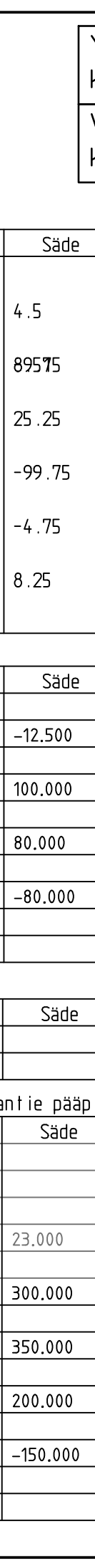
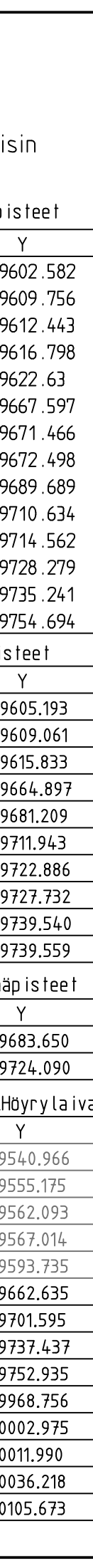
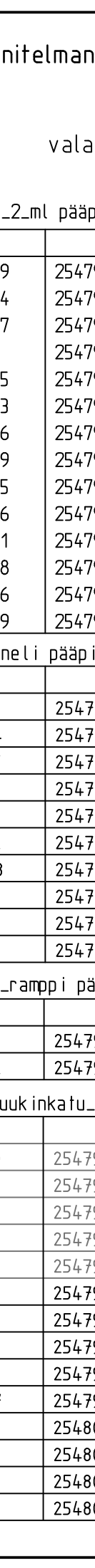
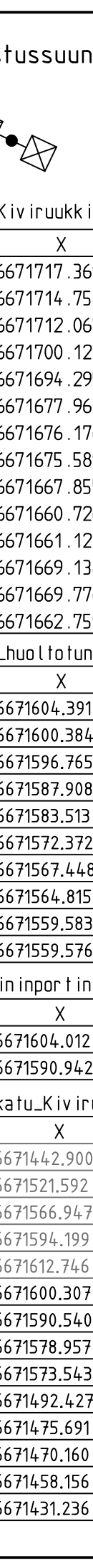
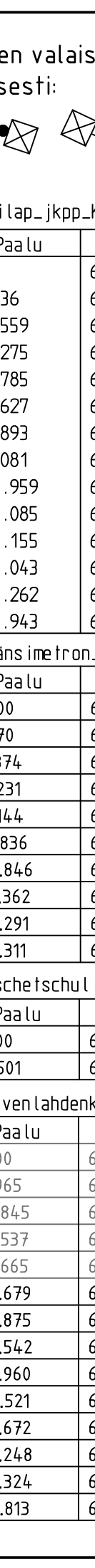
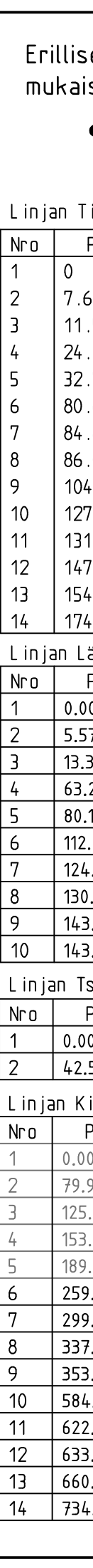
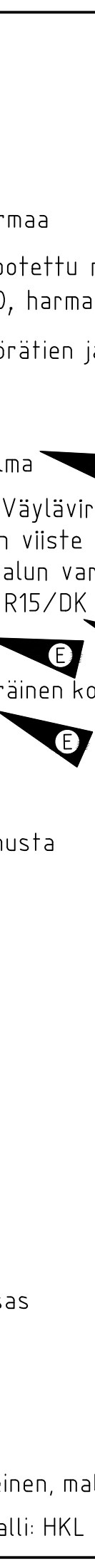
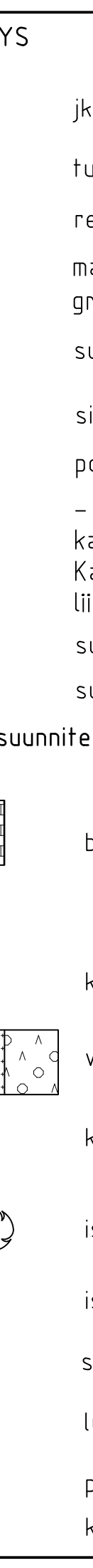
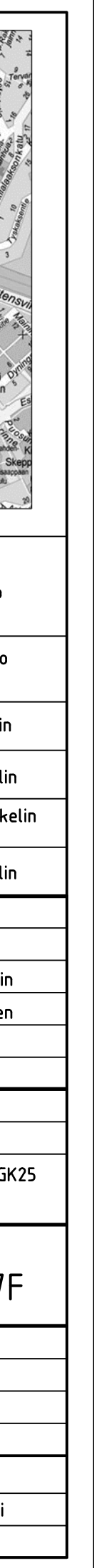
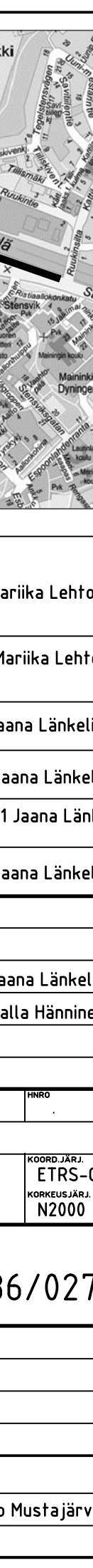
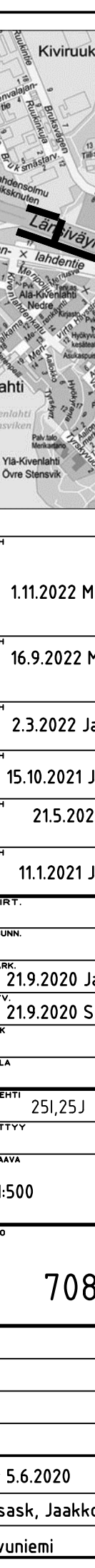
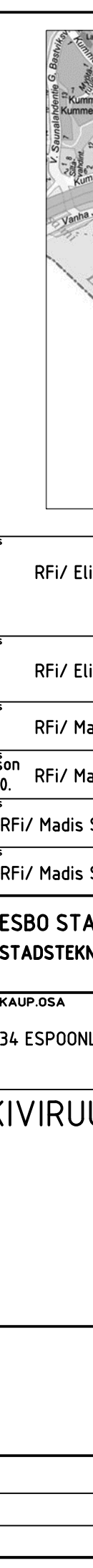
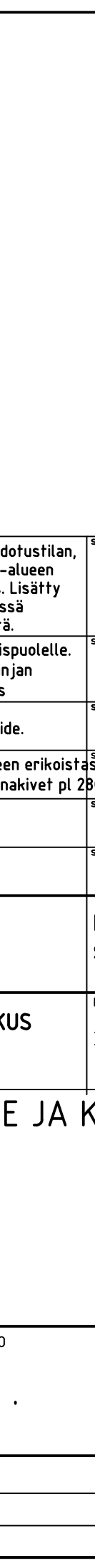
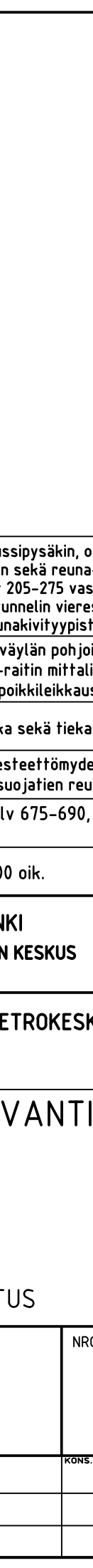
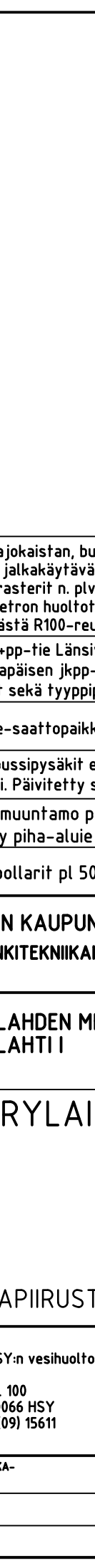
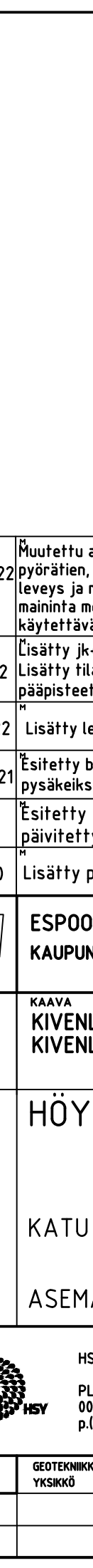
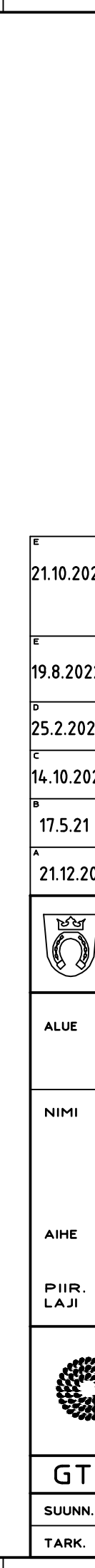
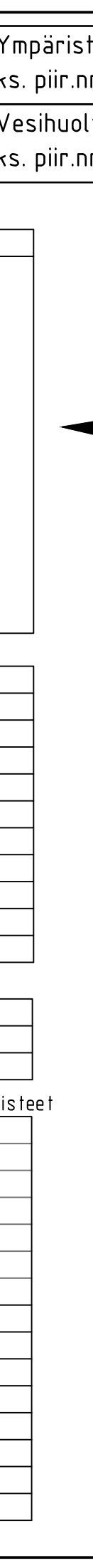
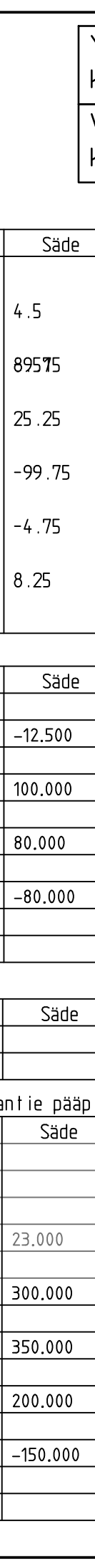
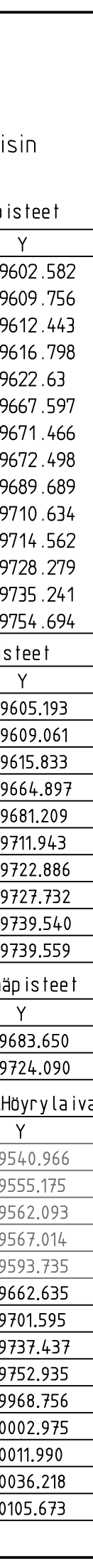
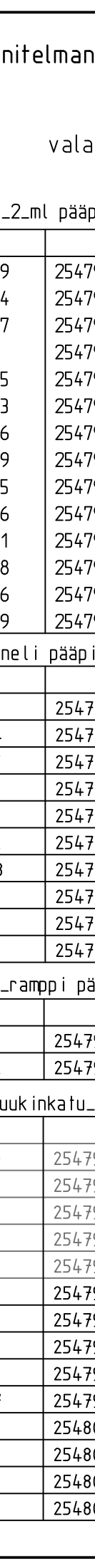
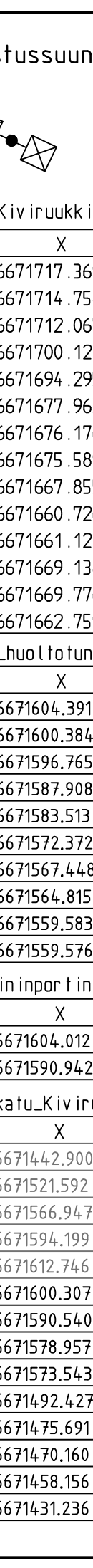
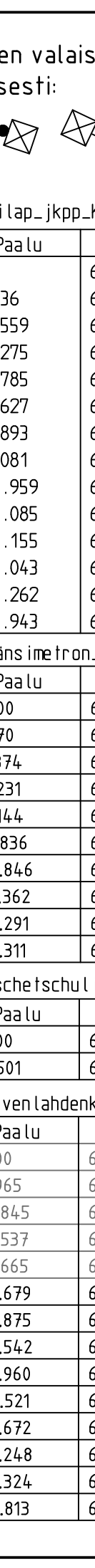
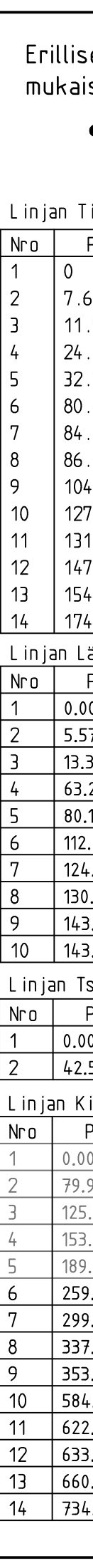
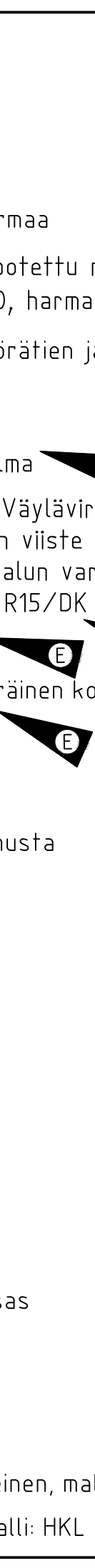
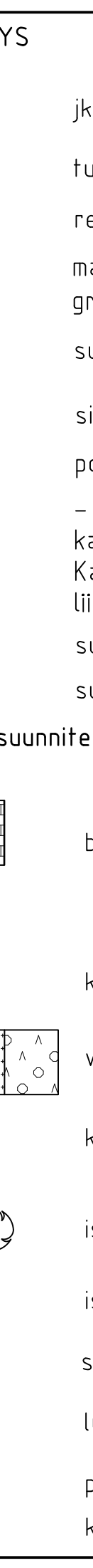
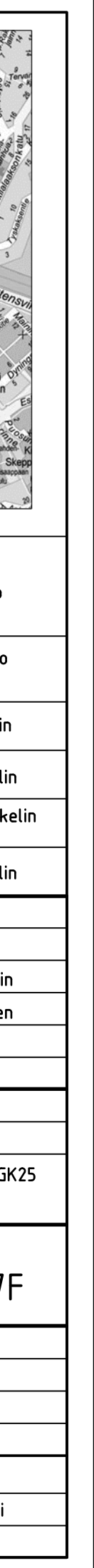
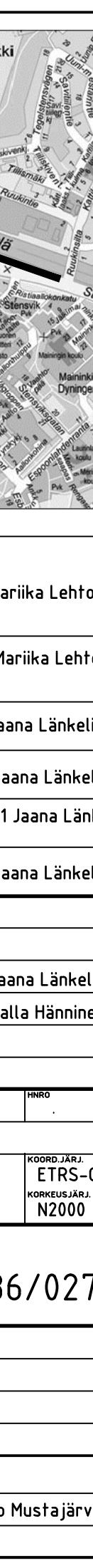
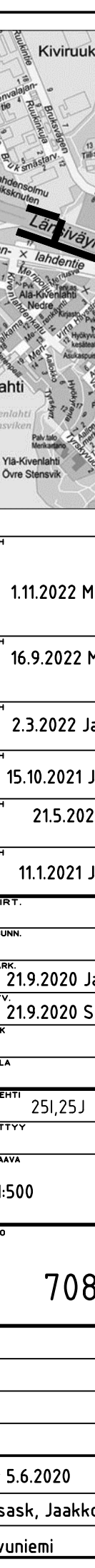
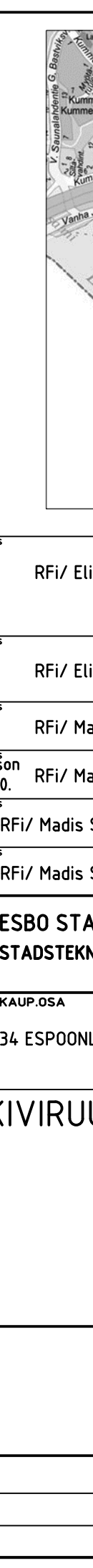
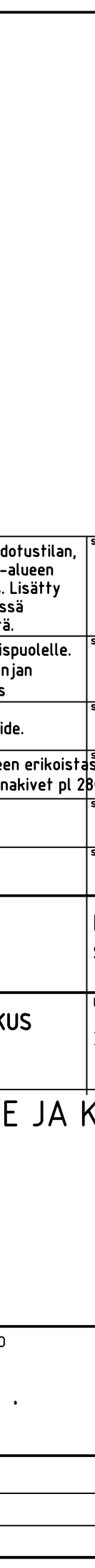
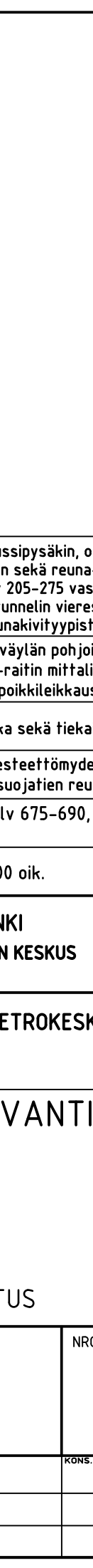
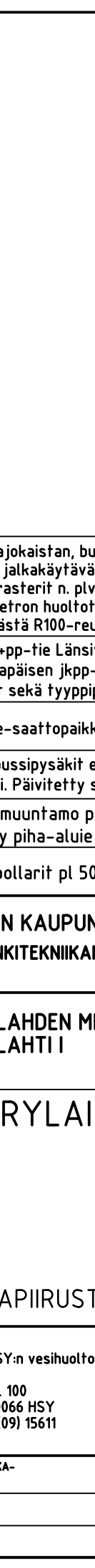
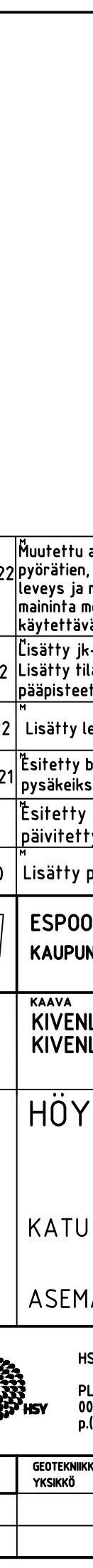
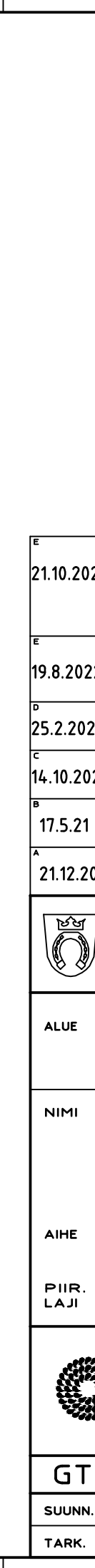
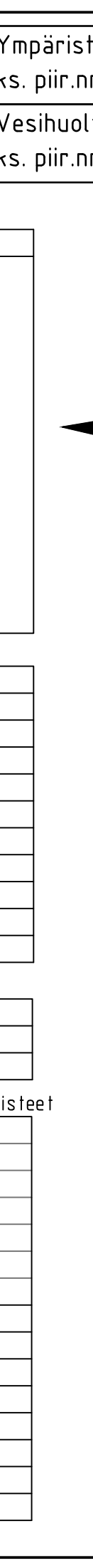
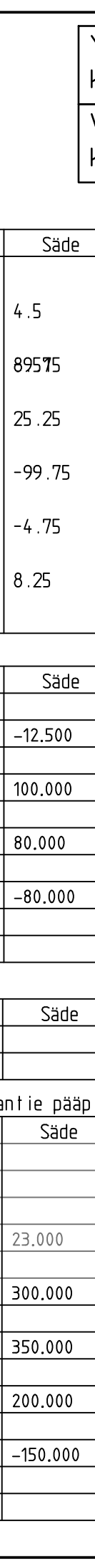
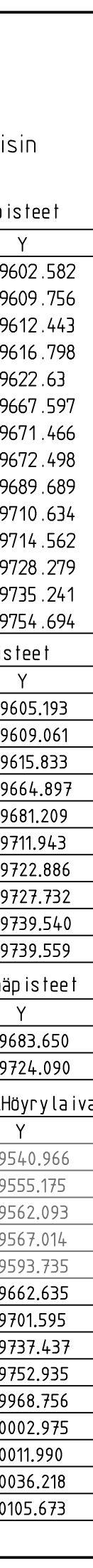
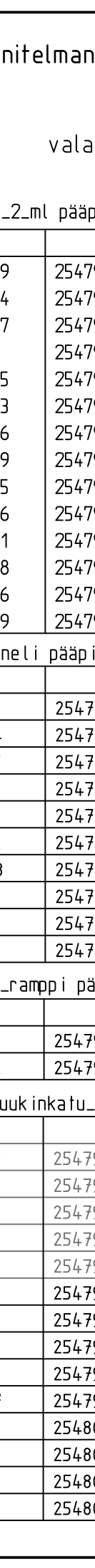
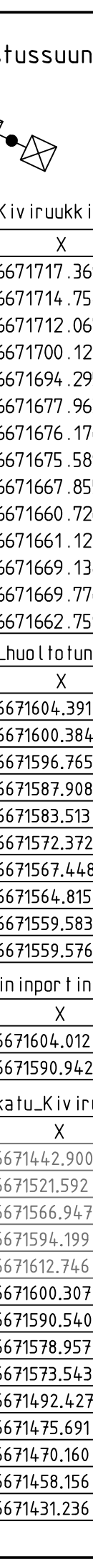
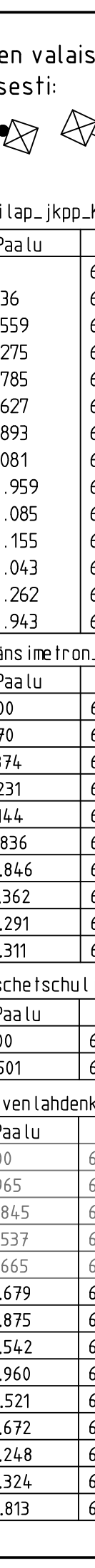
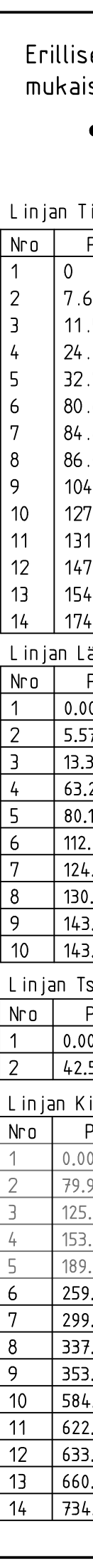
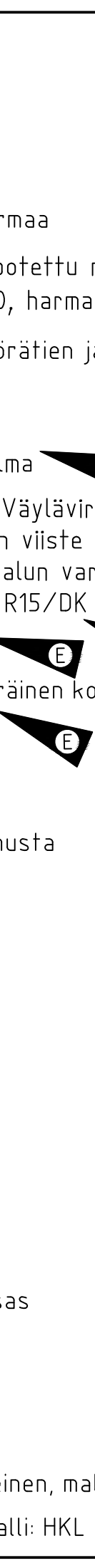
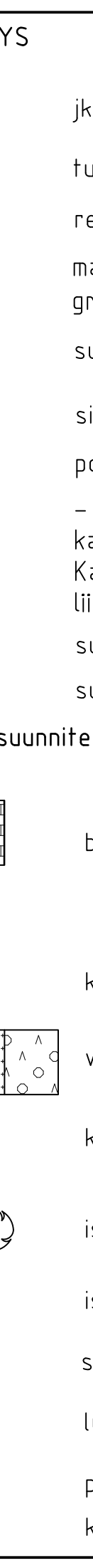
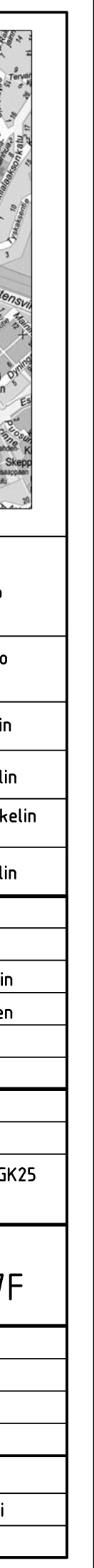
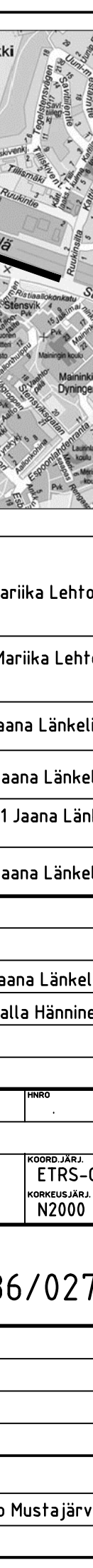
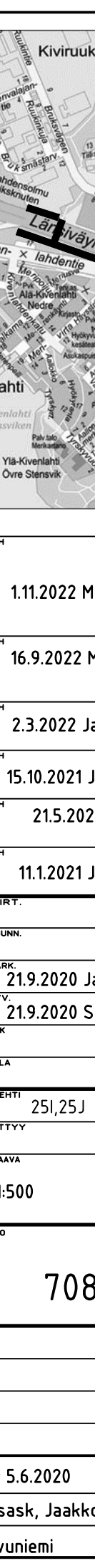
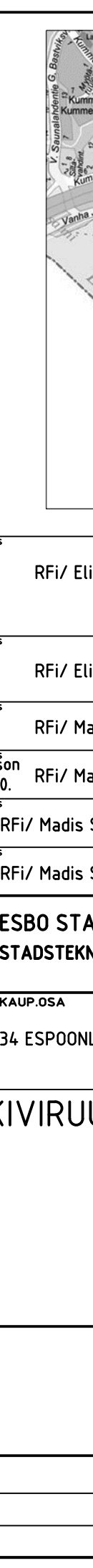
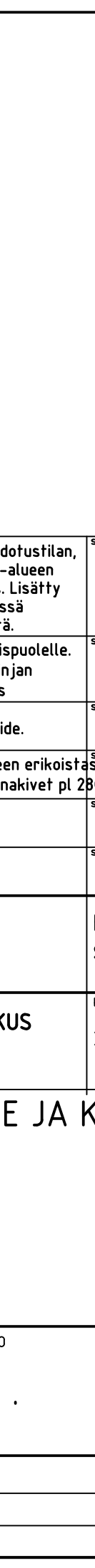
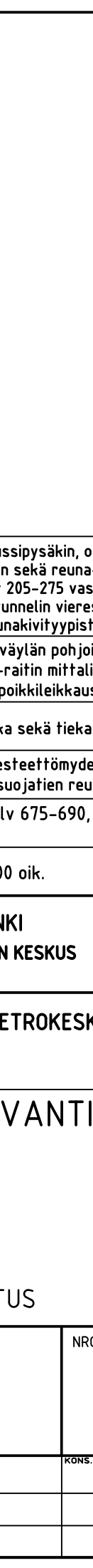
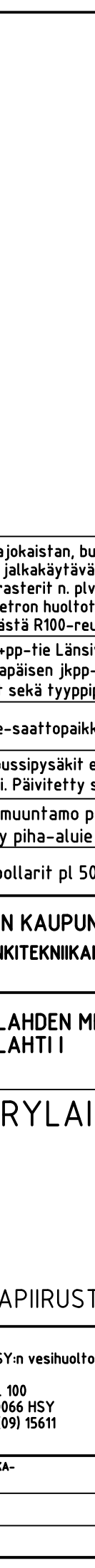
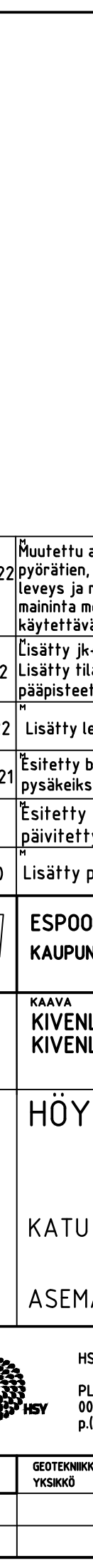
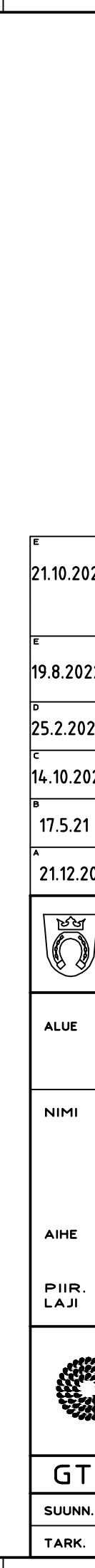
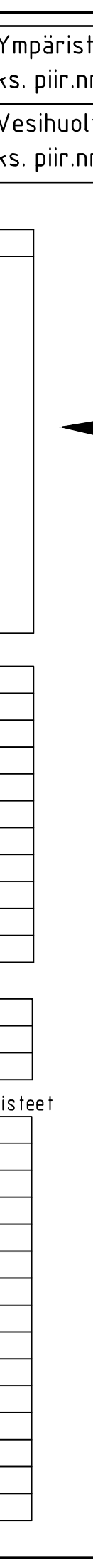
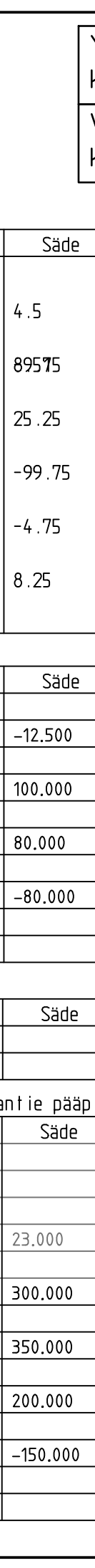
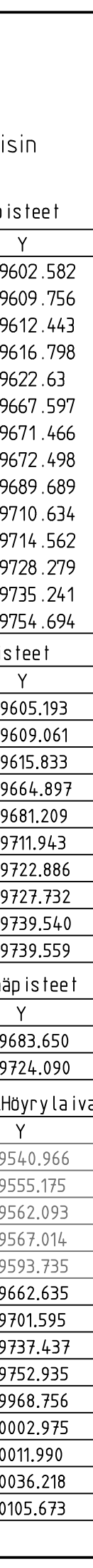
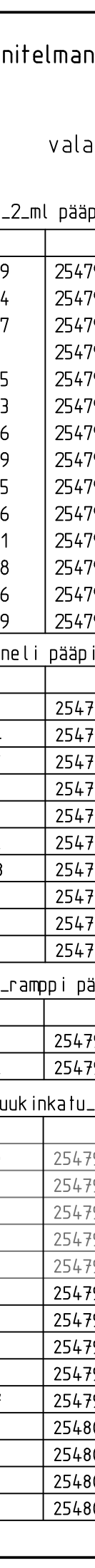
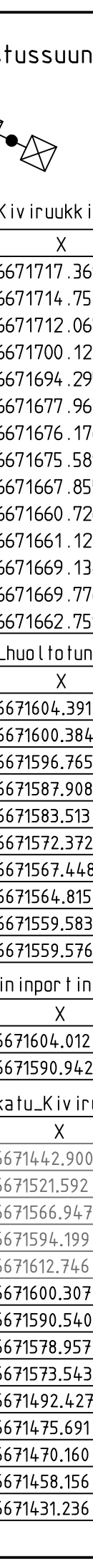
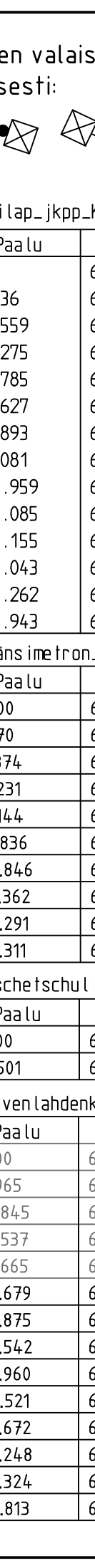
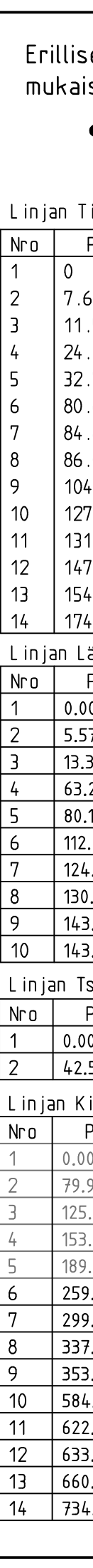
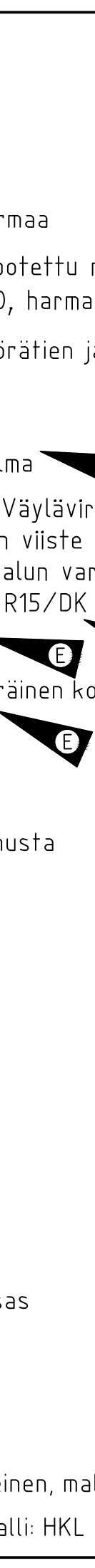
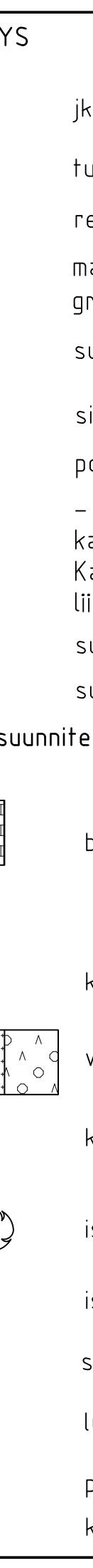
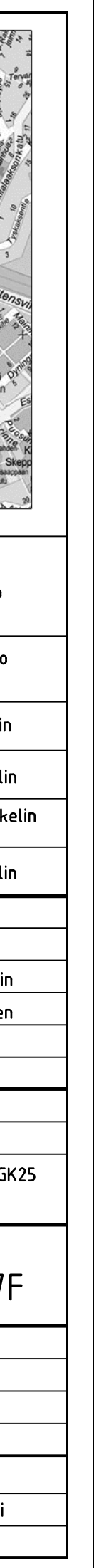
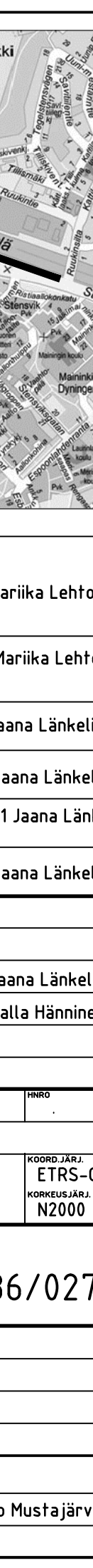
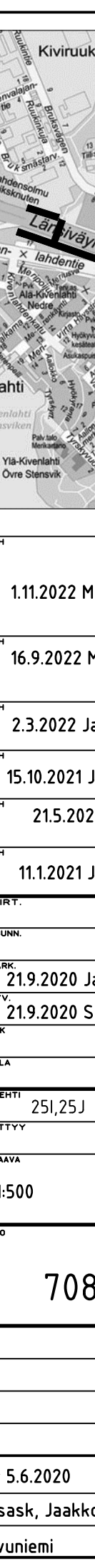
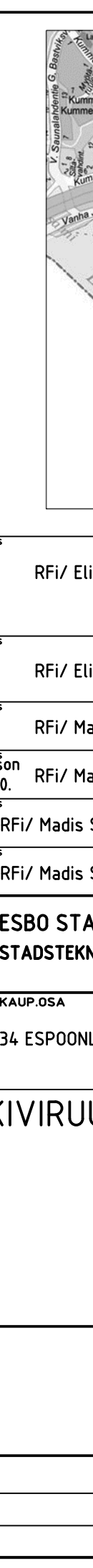
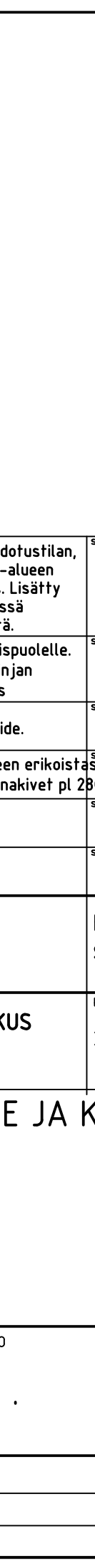
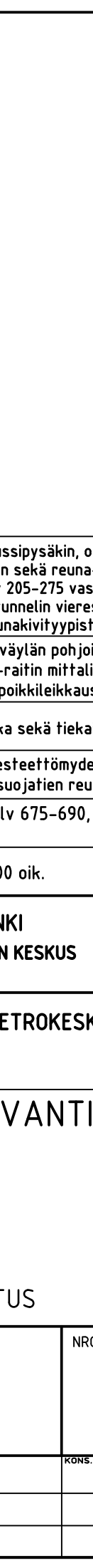
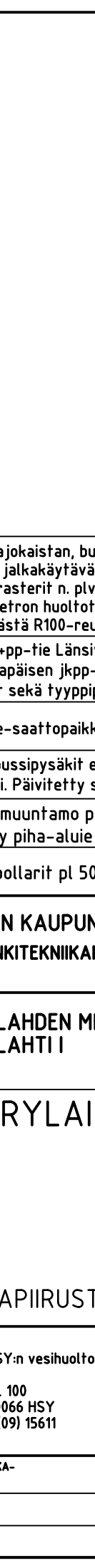
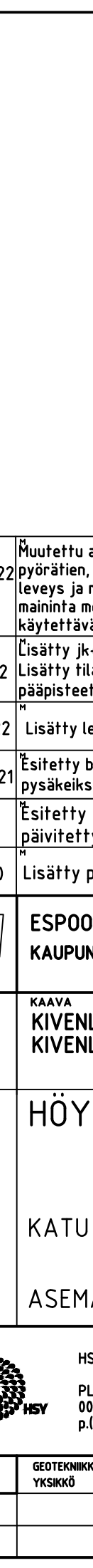
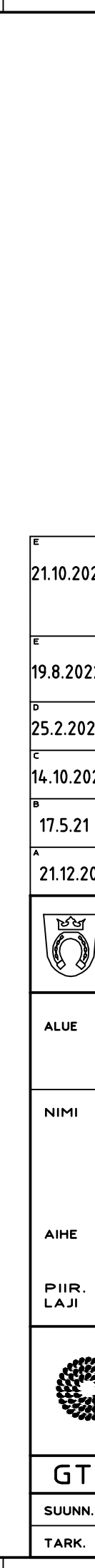
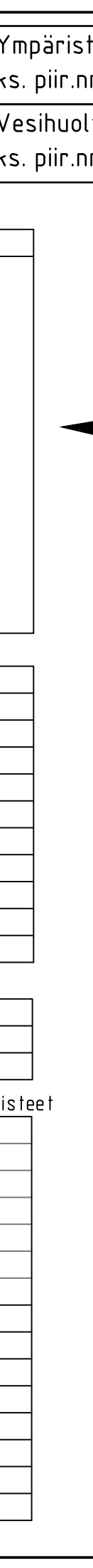
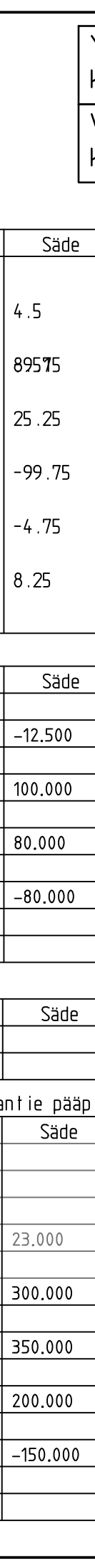
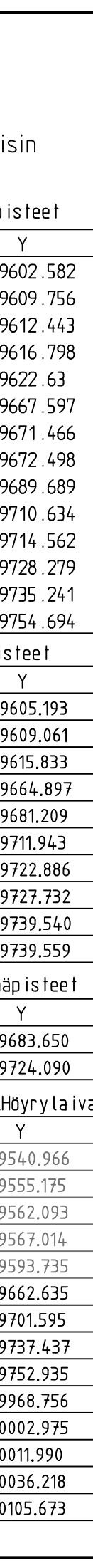
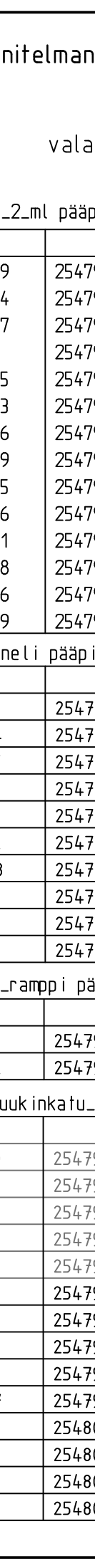
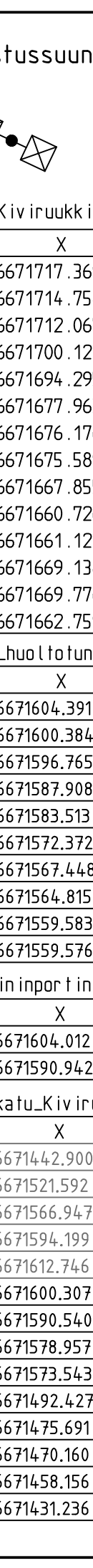
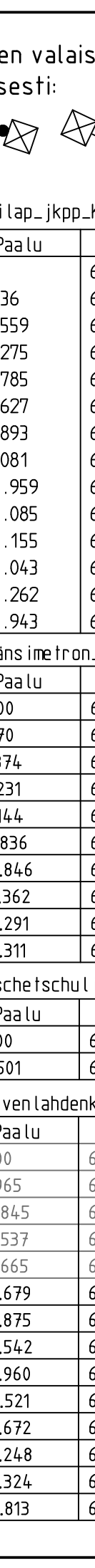
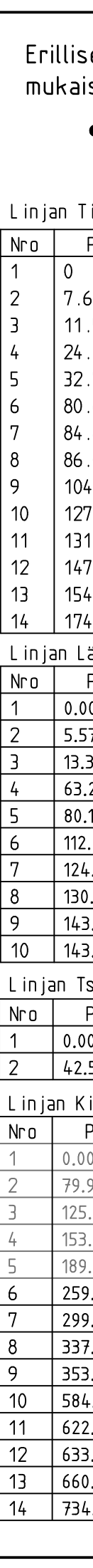
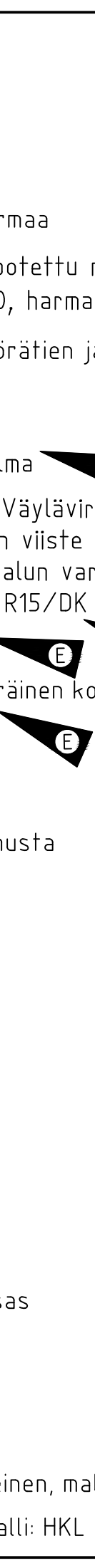
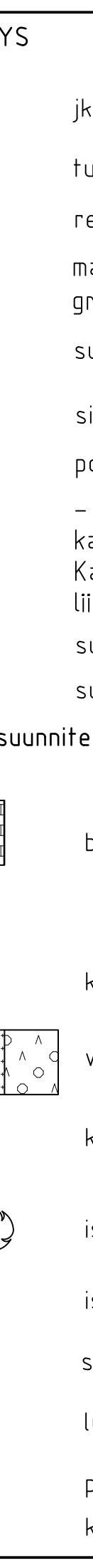
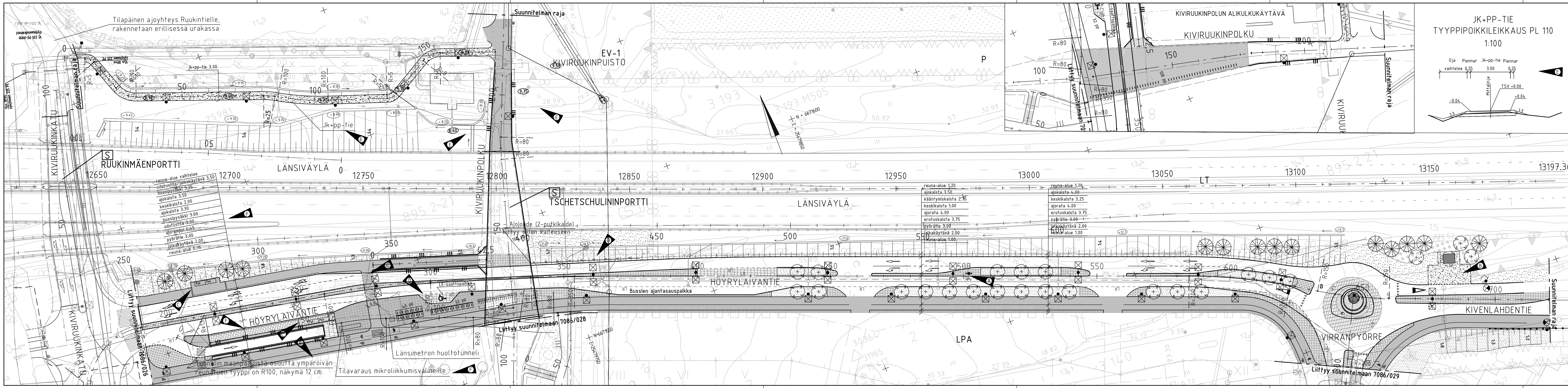
Tontteja koskevat määräykset/velvoitteet hoidetaan tontin puolella.

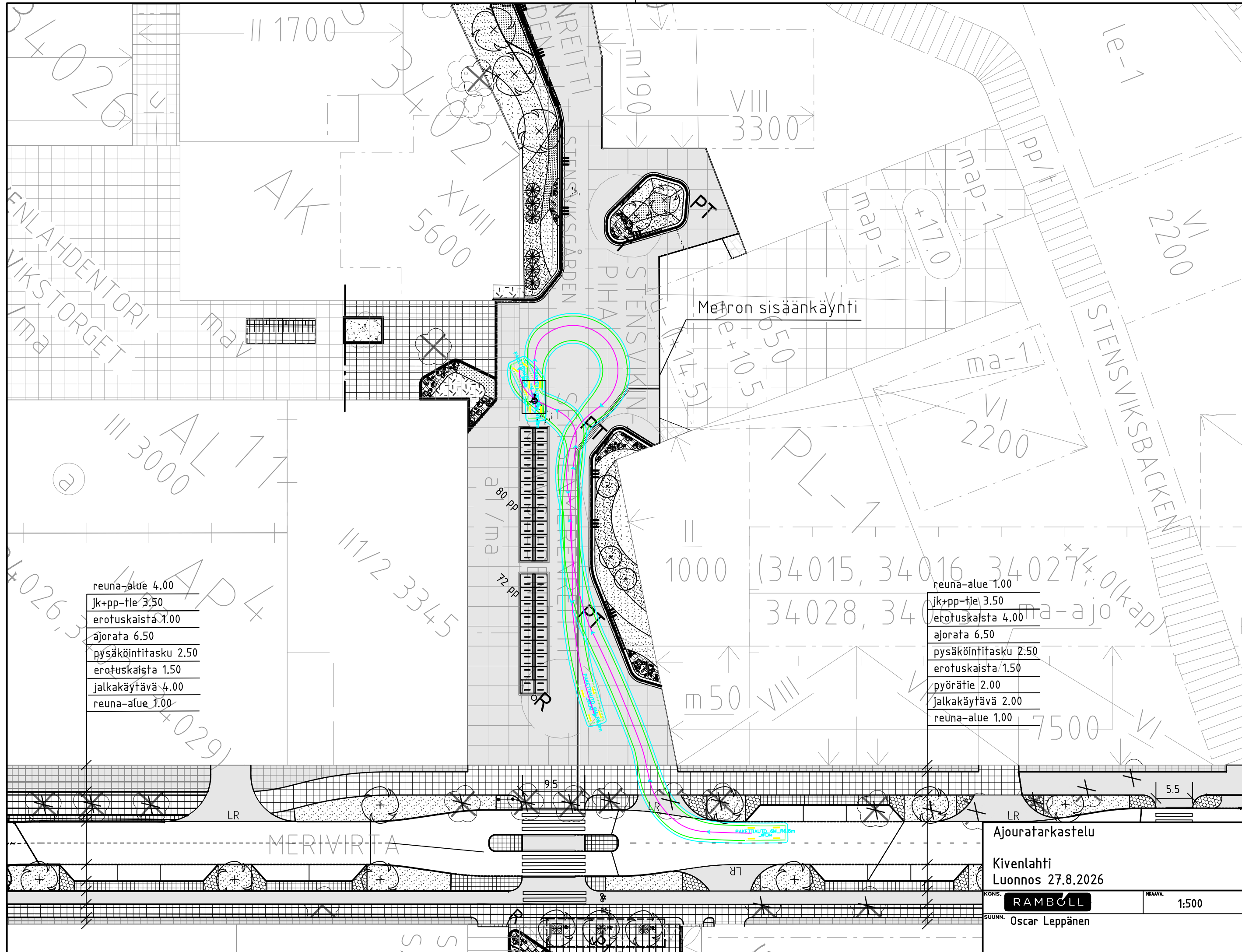
12.10.2026 Kaupunkitekniikan keskus

Harri Tanska
kaupunkitekniikan johtaja

Kaisa Kauhanen
suunnittelupäällikkö

Sirpa Hannele Salminen
projektipäällikkö





reuna-alue	4.00
jk+pp-tie	3.50
erotuskaista	1.00
ajorata	6.50
pysäköintitasku	2.50
erotuskaista	1.50
jalkakäytävä	4.00
reuna-alue	1.00

reuna-alue	1.00
jk+pp-tie	3.50
erotuskaista	4.00
ajorata	6.50
pysäköintitasku	2.50
erotuskaista	1.50
pyörätie	2.00
jalkakäytävä	2.00
reuna-alue	1.00

Ajouratarkastelu

Kivenlahti
Luonnos 27.8.2026

KONS. **RAMBOLL**
SUUNN. Oscar Leppänen

NKAVAL 1:500