RE THINK Development

July 18, 2026

Elaine Warner
Economic Development Director
City of Culver City

Re: **Request for Parking License Agreement – Stage Right Residences**

Dear Elaine,

On behalf of REthink Development, we respectfully request that the City of Culver City consider entering into a parking license agreement for the future residents of Stage Right Residences, our approved 34-unit mixed-use housing development located adjacent to the Kirk Douglas Theatre and above Café Vida in downtown Culver City.

As approved, the project was intentionally designed without on-site parking. This approach aligned with the City's vision for a walkable downtown and reflected the physical constraints of the site. Constructing on-site parking would have required significant disruption to existing businesses, including Café Vida and Fat Sal's, would have introduced challenges associated with construction adjacent to the Kirk Douglas Theatre, and may not have been physically feasible given the limited area available for excavation.

At the time the project was proposed, both the City and the development team believed that a no-parking housing model represented an appropriate and forward-looking approach for this unique downtown location. We continue to believe that is true today.

However, the possibility that future residents might benefit from access to nearby City-owned parking facilities was discussed throughout the entitlement process. The development team raised the concept on multiple occasions, and during the City Council hearing approving the project, several Councilmembers expressed support for exploring whether City-owned parking facilities could play a future supporting role. More recently, discussions with City representatives have continued to reflect support for evaluating whether existing City-owned parking assets can help address the project's parking needs.

While the project ultimately moved forward as a no-parking development, the concept of utilizing existing City parking assets remained an open issue rather than a resolved one.

As the project has progressed from entitlement into financing and implementation, that issue has become more immediate. While the project was approved based on the shared belief that a no-parking model could be successful in this location, discussions with prospective lenders and investment partners have demonstrated that some level of parking access is often required to secure financing, even for projects located in highly walkable urban environments such as downtown Culver City. Several financing groups have indicated that they would not pursue the project without a defined parking solution. As a result, what was once a conceptual discussion regarding future parking access has become a practical implementation issue that now requires resolution.

Accordingly, we are requesting a transitional parking solution utilizing available capacity within the City-owned Watseka parking structure, or another City-owned parking facility deemed appropriate by the City.

This request is not intended to reverse the project's no-parking design or create a permanent parking obligation. Rather, it is intended to provide a practical bridge during a period of transition while capital markets, lenders, and residents adapt to changing transportation patterns.

Rather than constructing new parking infrastructure that may become unnecessary within a decade, disrupt existing operating businesses, and require significant environmental and financial resources, this approach leverages existing municipal parking assets to bridge the gap between current market expectations and the mobility patterns that are rapidly emerging. This approach allows Culver City to support housing production today while preparing responsibly for the mobility systems of tomorrow.

This approach is particularly appropriate for Stage Right Residences because it allows the project to preserve existing businesses and cultural uses while avoiding the disruption that would have been required to construct on-site parking.

Shared parking partnerships between municipalities and nearby residential or mixed-use developments are widely utilized in urban districts to optimize existing infrastructure. Municipal parking facilities across the country routinely accommodate residential users during off-peak periods while preserving capacity for downtown businesses, visitors, and other users. Such arrangements are widely recognized as a best practice because they reduce the need for redundant parking construction, make more efficient use of existing public assets, preserve embodied carbon, and maintain long-term flexibility as mobility trends continue to evolve.

Unlike a requirement to construct new parking infrastructure, this approach would activate existing excess parking capacity within a City-owned asset while generating incremental revenue to the City. The Watseka structure is particularly well suited for this purpose because it already serves a mix of downtown users and has capacity that can be activated to support housing while generating additional revenue for the City.

For staff's convenience, we have attached supporting materials that provide additional background and operational detail regarding this request. Attachment A is a white paper describing the planning, housing, climate, mobility, and economic development rationale supporting a transitional parking partnership. Attachment B outlines potential operational considerations and administrative concepts for implementation of a parking license agreement.

Requested Terms

- Preferred Term: Initial term of five (5) years with one additional five (5) year extension option exercisable by the project, provided the project is not in default under the agreement.
- Minimum Acceptable Term: Ten (10) years total.
- Additional Extension Option: One additional five (5) year extension option subject to mutual agreement of the parties.
- Requested Allocation: Up to 34 spaces, subject to availability, annual adjustment, and actual resident demand.
- Annual Adjustment: Number of leased spaces to be established each year with at least sixty (60) days' notice prior to the start of the lease year.
- Year One Ramp-Up: Month 1 – 15 spaces; Month 2 – 20 spaces; Month 3 and thereafter – up to 34 spaces based on leasing activity and resident demand, with the project committing to the agreed number of spaces for the balance of the lease year.
- Long-Term Objective: Parking demand is anticipated to decline over time as mobility patterns evolve, ride-hailing and autonomous vehicle adoption increase, and residents take advantage of downtown Culver City's walkability, transit access, and micromobility options. The parties may periodically review utilization and adjust the number of licensed spaces accordingly.

Operational Concept

Operationally, we envision a permit-based system integrated with the City's existing license plate recognition technology, minimizing administrative burden while preserving operational flexibility.

We believe this arrangement would create a mutually beneficial outcome by supporting housing production, preserving existing businesses, generating revenue from an existing City-owned asset, and providing a practical transition strategy while mobility patterns continue to evolve.

We appreciate the City's willingness to consider this request and look forward to working collaboratively with staff and the City Council.

Sincerely,

Steven Edwards & Greg Reitz
REthink Development

Attachments

Attachment A – Stage Right Residences: Housing & Mobility Partnership White Paper

Attachment B – Operational Considerations for Parking License Agreement