

Factoria Neighborhood Area

Existing Conditions Report



Community Development

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Acknowledgments



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Existing Conditions Report

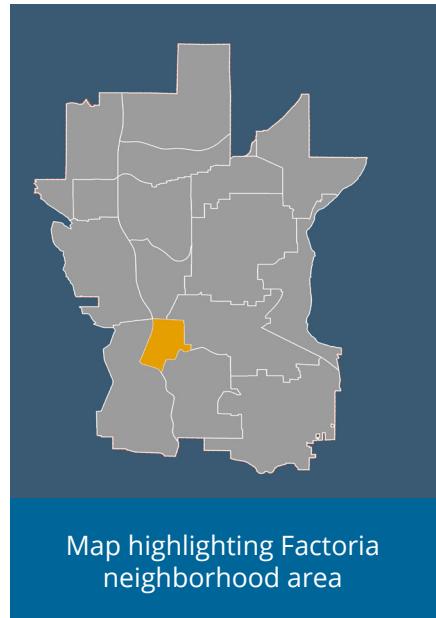
The Great Neighborhoods program is the process for developing neighborhood area plans that reflect the community's values and vision for the future. Neighborhood area plans inform future growth and change by providing guidance to city staff and community partners about the kinds of improvements people want to see. This report documents and describes existing conditions within the Factoria neighborhood area and serves as a basis for understanding land use, environmental, economic, open space, and transportation characteristics that can guide the planning process and inform updated policies and urban design opportunities.

1 Study Area

Primary Study Area

Bellevue's Factoria neighborhood area is approximately 387 acres, bounded by Interstate 90 (I-90) to the north and Interstate 405 (I-405) to the west. The southern boundary forms a crescent around the Newport and Somerset neighborhood areas. The Factoria neighborhood area contains roughly 194 single-family dwelling units and about 1,171 multifamily units.¹

Factoria is also a major employment center and a retail hub for the City of Bellevue. Anchored by the T-Mobile headquarters, Factoria employs approximately 7,800 people across different industries in the neighborhood area.² Retail and offices are concentrated along Factoria Boulevard SE, SE 38th Street, and SE 36th Street, including The Marketplace at Factoria, commonly referred to as Factoria Mall, a destination for residents from Newport, Somerset, Eastgate, and surrounding neighborhood areas. The neighborhood is rich with cultural diversity from around the world, with young families and adults seeking access to Bellevue's top-rated schools, including Newport High School which is ranked top five in Washington State. The Mountains to Sound Greenway currently connects Eastgate, Factoria, and Newport and continues west into Seattle. Due to the steep terrain and topography of the neighborhood and limited transit options, most residents rely on personal vehicles to travel between Factoria and other neighborhood areas.



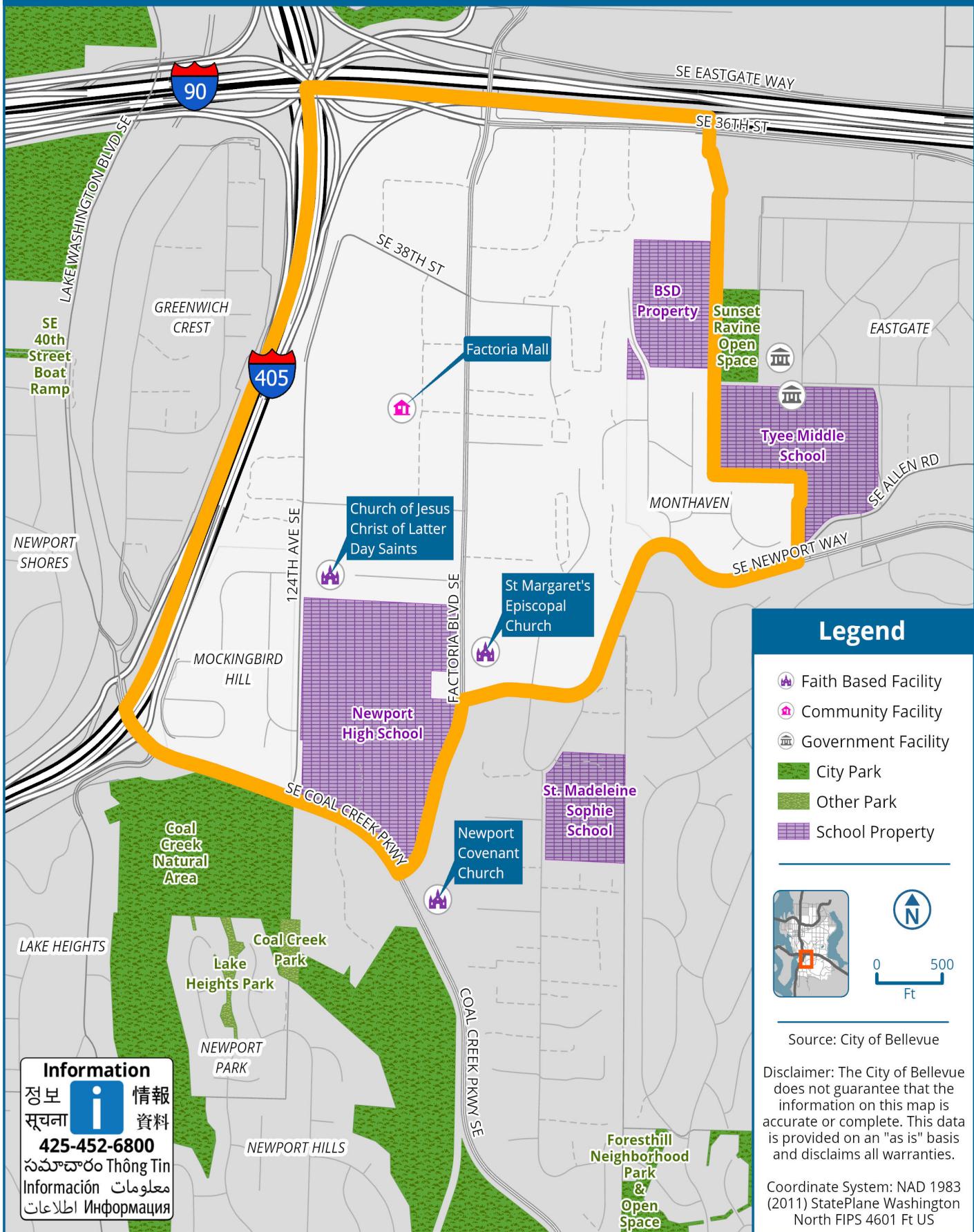
Map highlighting Factoria neighborhood area



T-Mobile offices in Factoria neighborhood area



Factoria Neighborhood Area



Sub-neighborhoods

Within the Factoria neighborhood area are the Mockingbird Hill and Monthaven sub-neighborhoods. The Mockingbird Hill sub-neighborhood, predominantly made up of single-family homes, is located in the southwest corner of the Factoria neighborhood area, adjacent to the commercial hub of Factoria between I-405 and Newport High School. The Monthaven sub-neighborhood is located on the east side of the Factoria neighborhood area adjacent to Sunset Ravine Open Space and Tyee Middle School, bordering the Eastgate neighborhood area. Monthaven is also primarily a single-family residential area known for its natural setting, where the trees along the ridgeline of Monthaven serve as a visual buffer between Monthaven and nearby developments.

Areas of Influence

The areas of influence are defined as the area extending one-half mile from the boundaries of the Factoria neighborhood area.

North - Woodridge

The Woodridge neighborhood area sits north of Factoria across I-90 and east of I-405. Woodridge is characterized by quiet streets and single-family homes, many with views of Lake Washington, Downtown Bellevue, and Seattle. The community centers around Woodridge Elementary School and two community pools located at Woodridge and Norwood Village. The Woodridge neighborhood has easy access to both Downtown Bellevue and Factoria Mall, as well as I-90 and I-405. Its close proximity to nature trails, parks and playgrounds, and access to public transit contribute to its strong community feel.

East – Eastgate

The Eastgate neighborhood area is located north of the I-90 corridor at Richards Road and at the eastside boundary of Factoria, with Sunset Ravine Open Space serving as a natural border between the two neighborhood areas. Eastgate's proximity to I-90 and I-405 provides easy access to other neighborhood areas and regions for employment, entertainment, shopping, and recreation. The Eastgate Park and Ride transportation hub provides commuters with easy access throughout the region. Prominent schools in Eastgate, such as Tyee Middle School and Bellevue College, draws families and people from Factoria and the surrounding neighborhood areas to Eastgate. The Eastgate neighborhood area has recreational opportunities at the South Bellevue Community Center, providing a fitness center, basketball courts, tennis courts, and an assortment of camps and classes for the neighborhood. Eastgate and Factoria neighborhood areas are connected by SE Newport Way and SE 36th Street. The Mountains to Sound Greenway provides a walking and cycling connection between the neighborhood areas, however most residents rely on personal vehicles to travel between the two neighborhoods for shopping, education, and job opportunities.

South – Somerset

The Somerset neighborhood area borders the Factoria neighborhood area along Factoria Boulevard and SE Newport Way. The Somerset neighborhood area is characterized by large single-family homes, steep slopes, and forested areas. Its proximity to I-90 and I-405 provides quick and easy access to employment, entertainment, shopping, and recreation in nearby neighborhoods. Somerset residents also benefit from the proximity to a network of trails, including the Coal Creek Natural Area and Cougar Mountain trail system. Students that live in Somerset typically attend Somerset Elementary School, Tyee Middle School, and Newport High School.

South and West – Newport

The Newport neighborhood area is connected to Factoria by Coal Creek Parkway (via 124th Ave SE and Factoria Blvd SE) and I-405 to the west. Newport's proximity to I-405 allows residents to easily travel between the two neighborhoods for shopping, education, and job opportunities. Much of Newport is physically separated from Factoria by the sloping hills, Coal Creek Natural Area, and I-405. There is a lack of dedicated pedestrian or bicycle infrastructure between Factoria and Newport neighborhoods, and most residents rely on personal vehicles to travel between these two neighborhood areas.

2 Growth Centers

Countywide centers, which are also Bellevue's Mixed Use Centers, are areas designated by King County as priority locations for future growth and transportation investment. They focus new housing, jobs, services, and recreation in compact, mixed use areas that are well served by transit. These centers strengthen economic development, expand housing choices, improve access to transit, walking, and biking, and help cities qualify for regional transportation funding. As part of the VISION 2050 regional growth strategy, countywide centers ensure that local planning supports shared goals for coordinated, efficient, and equitable development across the region.³

As a designated Mixed Use Center, Factoria is poised to be a "center of economic and social activity anchored by major transportation hub[s]," as defined in the Bellevue Comprehensive Plan.⁴ Factoria's Mixed Use Center encompasses much of the neighborhood's commercial core, including Factoria Village, Sterling Plaza, Factoria Mall, the Factoria Boulevard corridor, and Newport Corporate Center.⁵ While most of the neighborhood is currently zoned for mixed use, existing uses are predominantly single-story retail and low-rise offices.

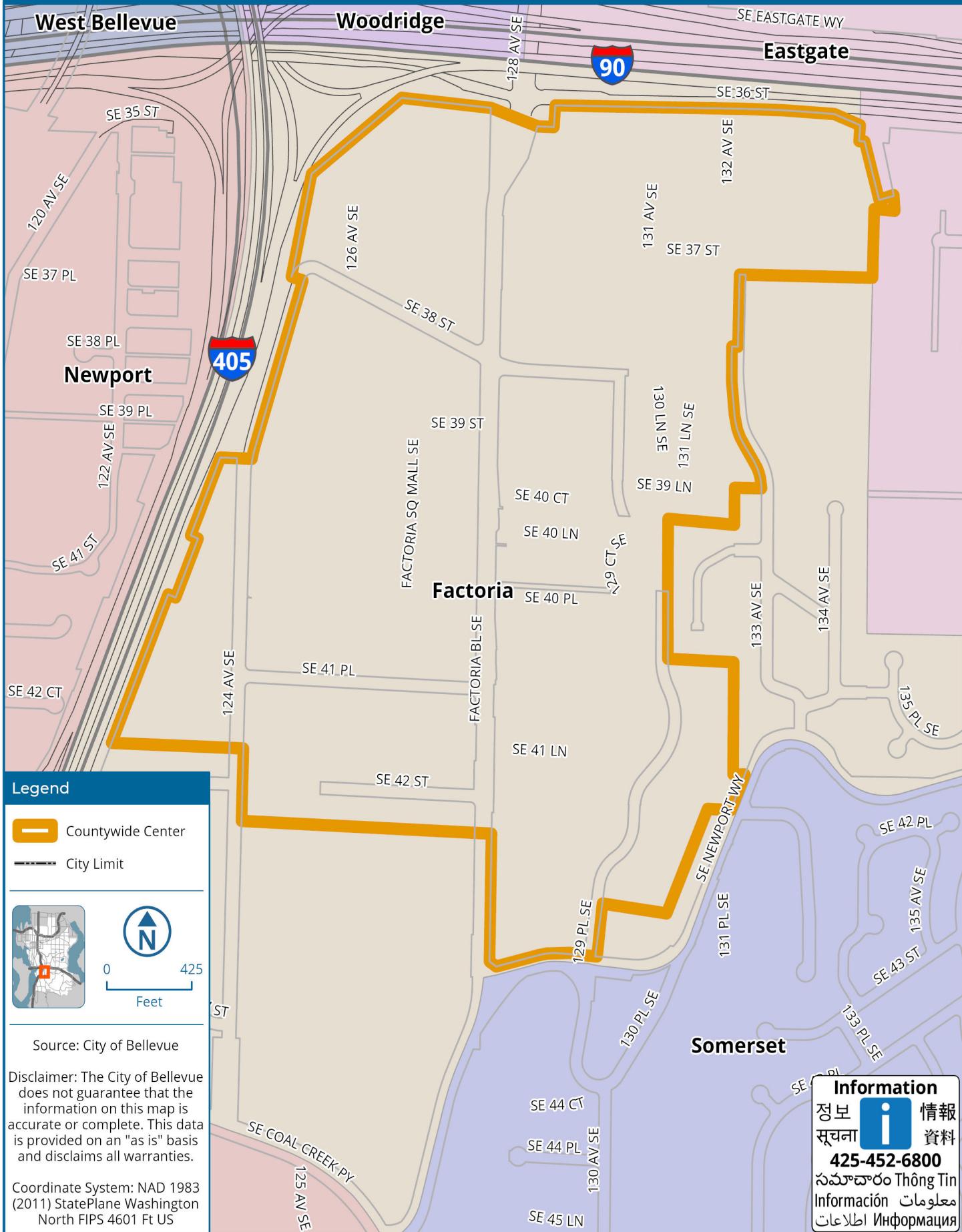


Factoria Village and Newport Corporate Center are within the Factoria mixed use center.



The Factoria Mall is within the Factoria mixed-use center

Factoria Countywide Center -with Neighborhood Areas



3 Existing Land Use

The Factoria neighborhood area is made up of 288 parcels and features a mix of land uses shaped by its strategic location at the interchange of I-405 and I-90. Primary land uses include commercial, residential, and office, with commercial activity concentrated along Factoria Boulevard, which serves as the neighborhood's economic spine for residents and nearby communities.

Residential

The neighborhood contains a total of 1,365 housing units, the majority of which are multi-family developments located off of the Factoria Boulevard corridor. Multi-family developments comprise approximately 85% of Factoria's total housing stock (1,171 units), while single-family housing accounts for the remaining 15% (194 units). These multi-family buildings are typically no more than three stories in height and are distributed throughout the neighborhood, most prominently east of Factoria Boulevard. Here, they primarily take the form of small apartment buildings and condominium complexes. The neighborhood contains seven apartment complexes, five of which were constructed during the 1980s as development accelerated following the opening of the Factoria Mall.

The earliest influx of new single-family homes and residents occurred as a direct result of major freeway construction in the area.⁶ Today, single-family residences are primarily located west of Newport High School within the Mockingbird Hill sub-neighborhood and on the east side of the neighborhood in the Monthaven sub-neighborhood.



Existing conditions looking south on Factoria Boulevard



Multi-family residences represent the largest share of housing stock in Factoria

Single-family homes in Factoria vary in type. Many homes built during the 1980s are classic rambler builds. Newly built homes feature traditional styles with modern and luxury fixtures.

Factoria also contains a limited supply of affordable housing, totaling 88 units across three properties. Imagine Housing manages two developments: Andrew's Heights Apartments, which provides 24 units for households earning less than 50% of the Area Median Income (AMI), and Andrew's Glen Apartments, which offers 41 units for households earning 30–60% AMI.^{7,8} Additionally, the King County Housing Authority owns and operates Newport Apartments, which provides 23 subsidized units.⁹

Commercial

The commercial spine of the neighborhood runs along Factoria Boulevard creating hubs of economic activity. These areas include: the Factoria Mall, Factoria Village, and the Factoria North Plaza. These areas contain the bulk of retail shops, restaurants, local services, and professional offices. Commercial land accounts for approximately 29% of the neighborhoods total land area. The surrounding development pattern is strongly automobile oriented, characterized by large surface parking areas and direct vehicular access.

Retail

The largest concentration of retail and restaurant establishments is found at Factoria Mall, which has been a cornerstone of local commerce since its opening in 1977. The Factoria Mall, located along Factoria Boulevard, was constructed in 1977 and sits on 43 acres.¹⁰ This class A building has roughly 370,000 sq ft of retail space.¹¹ It's characterized as a single-story shopping mall with a large surface parking lot surrounding the perimeter of the mall. It's anchored by T&T Supermarket, Amazon Fresh, and Target. The shopping mall has recorded approximately 6.1 million visits in 2024, reiterating its large economic footprint in the neighborhood.¹²

Factoria's other main cluster of retail establishments is located at Factoria Village just east of Factoria Boulevard. Developed



Subsidized housing in Factoria



Mockingbird Hill sub-neighborhood



Marketplace at Factoria signage

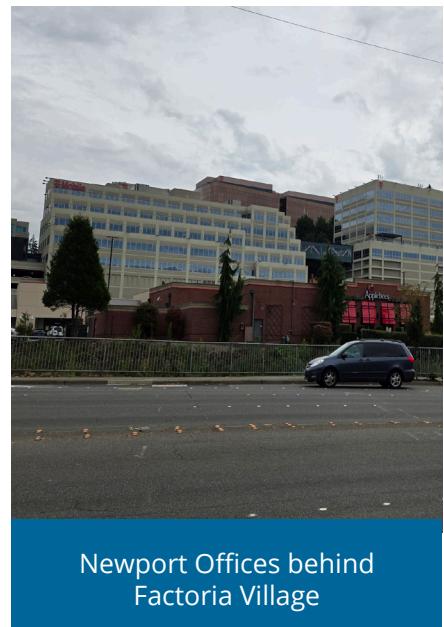
in 1980 during a period of rapid commercial growth and major transportation investment, Factoria Village spans approximately 19 acres and is anchored by a QFC grocery store. Together, these commercial centers form the core of Factoria's retail and service activity, attracting both neighborhood residents and visitors from across Bellevue.¹³

The retail mix in this area reflects Factoria's growing cultural diversity, featuring a variety of international grocers and restaurants, including Thai, Korean, Indian, and Mediterranean cuisines, along with bubble tea cafés, bakeries, and fast-casual dining options that serve both local residents and the substantial daytime workforce.

Office

Office land use accounts for approximately 12% of the total land area within the Factoria neighborhood, encompassing 25 office buildings, 15 of which were constructed during the 1970s and 1980s.¹⁴ The largest and tallest concentration of office buildings is located north of SE 38th Street, which includes several mid-rise structures, including multiple buildings exceeding five stories. This area contains the neighborhood's two major office campuses. South of SE 38th Street, office buildings are smaller in scale, typically ranging from one to four stories, and primarily accommodate local businesses, medical offices, and professional services.

The Newport Corporate Center is the largest of Factoria's office developments and contains Class A office space. The campus covers approximately 28 acres and includes six office towers, with the featured building standing five stories and totaling 211,746 square feet. T-Mobile US maintains its corporate headquarters across much of the campus, making it one of the most significant employment anchors in the neighborhood. West of Factoria Boulevard SE, the Factoria/Sterling Campus spans approximately 22 acres and includes four office buildings along with the AMC Theater. These buildings comprise a mix of Class A and Class B office types, with Sterling Plaza I, renovated in 2024, now performing as a Class A building.¹¹

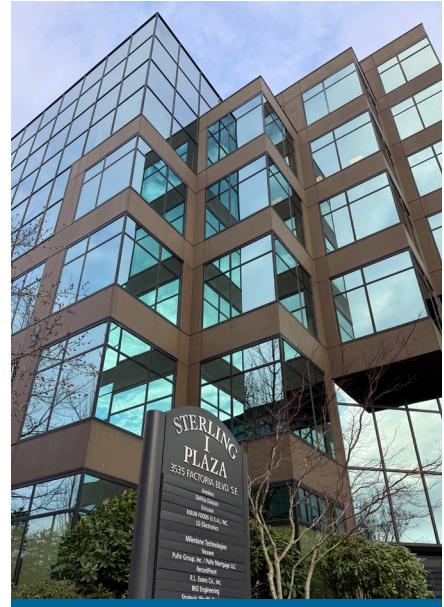


Zoning

Of Factoria's 288 parcels, 215 (59% of the neighborhood's land area) are zoned residential, which includes low density (SR-4, SR-2) and medium density (MDR-1, MDR-2, LDR-2), with MDR-1 as the largest classification. 51 parcels (29% land area) are zoned commercial (GC, F-2, F-3, CB), and 22 parcels (12% land area) are zoned office (O, PO, OLB-2). Public right-of-way accounts for 16% of the neighborhood's land area. Residential zoning represents the largest share of Factoria's land area overall; however, if the 53 acres occupied by Newport High School and the former Puesta del Sol Elementary School are excluded, commercial zoning becomes the neighborhood's largest land use.

Bellevue's zoning allows for a range of middle housing types, defined as residential buildings containing two to six attached, stacked, or clustered units, such as townhomes, stacked flats, courtyard apartments, and duplexes, in most low- and medium-density zones. Medium density residential includes any housing typology that contains multiple units, such as condominiums, apartment complexes, and multiplexes. While low-density residential can be defined as a housing style seen typically in the form of single-family detached units.⁴

Existing land uses within Factoria generally align with the zoning designations, as shown in the map on the following page.

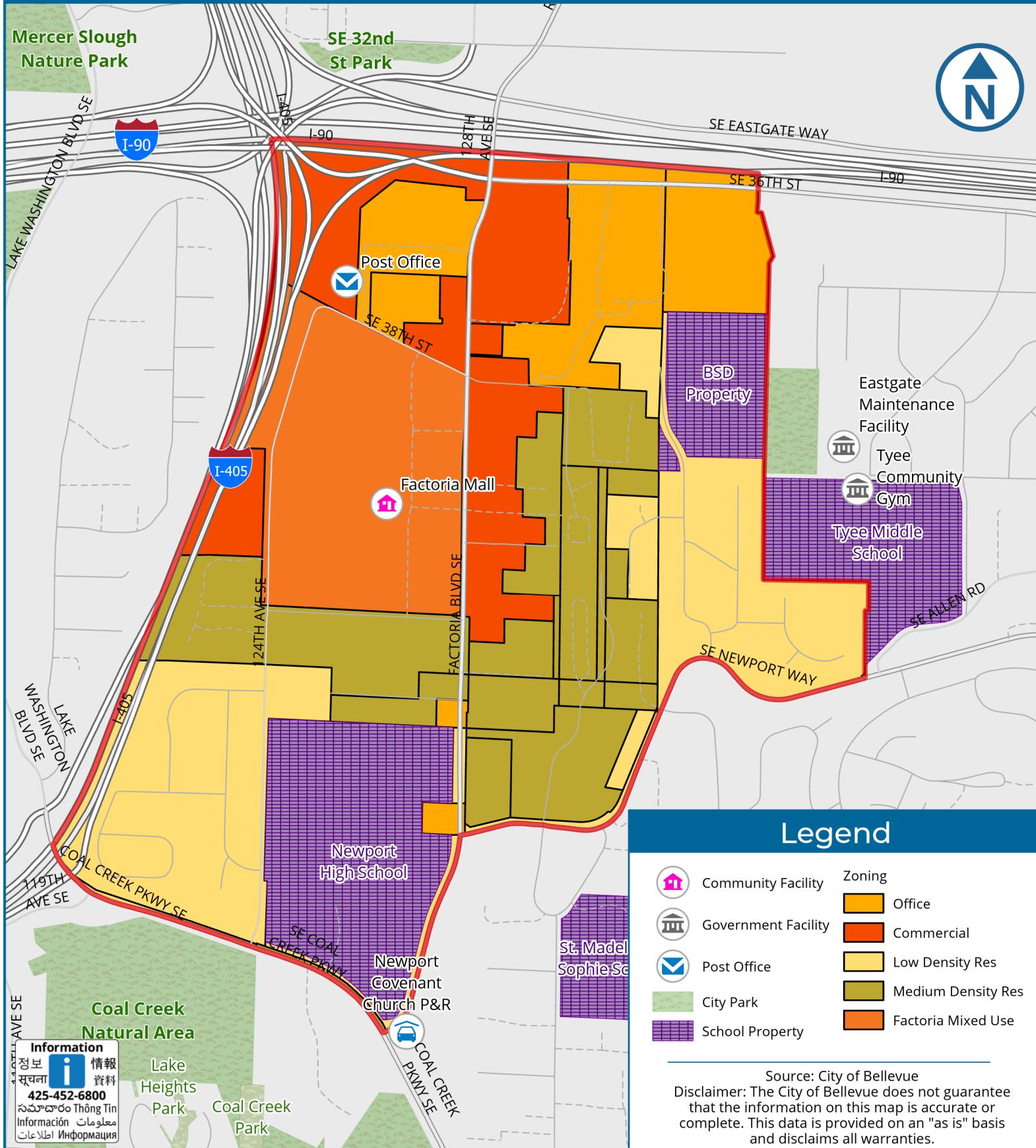


Sterling Plaza & Offices



Low-density residential housing

Zoning in Factoria

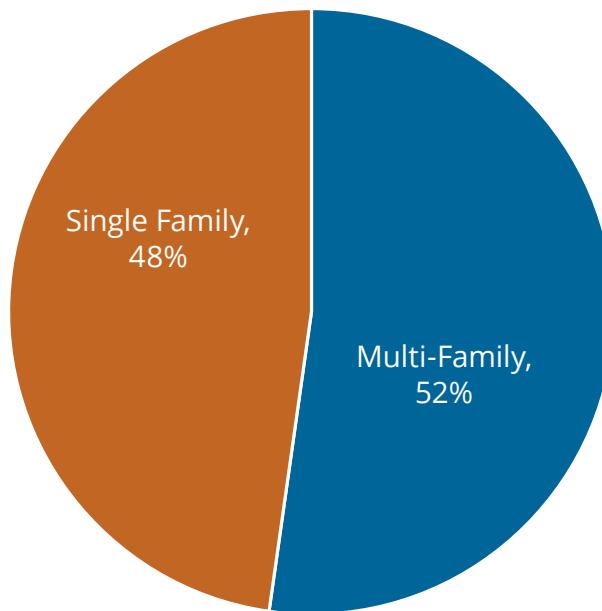


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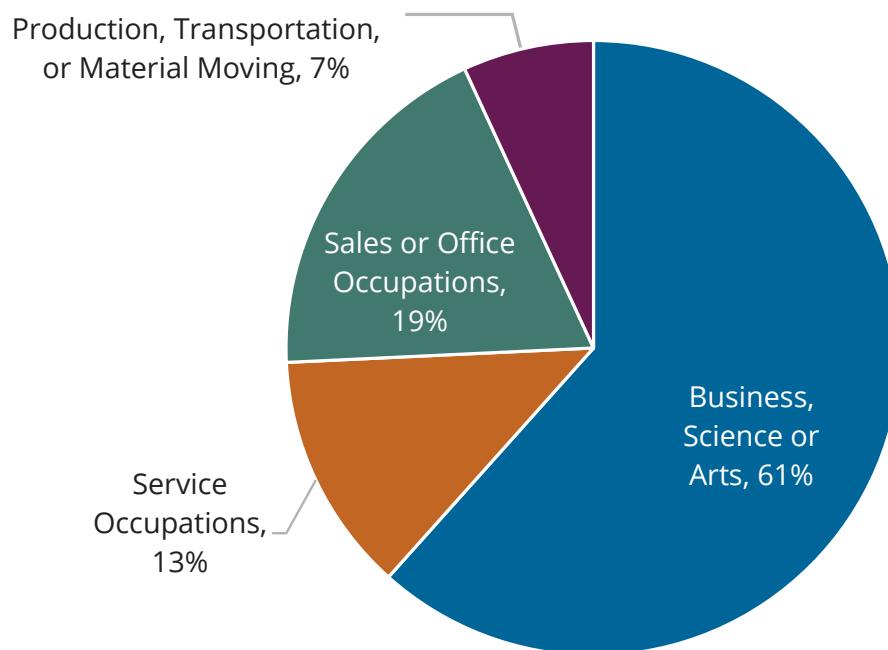
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4 Population Demographics

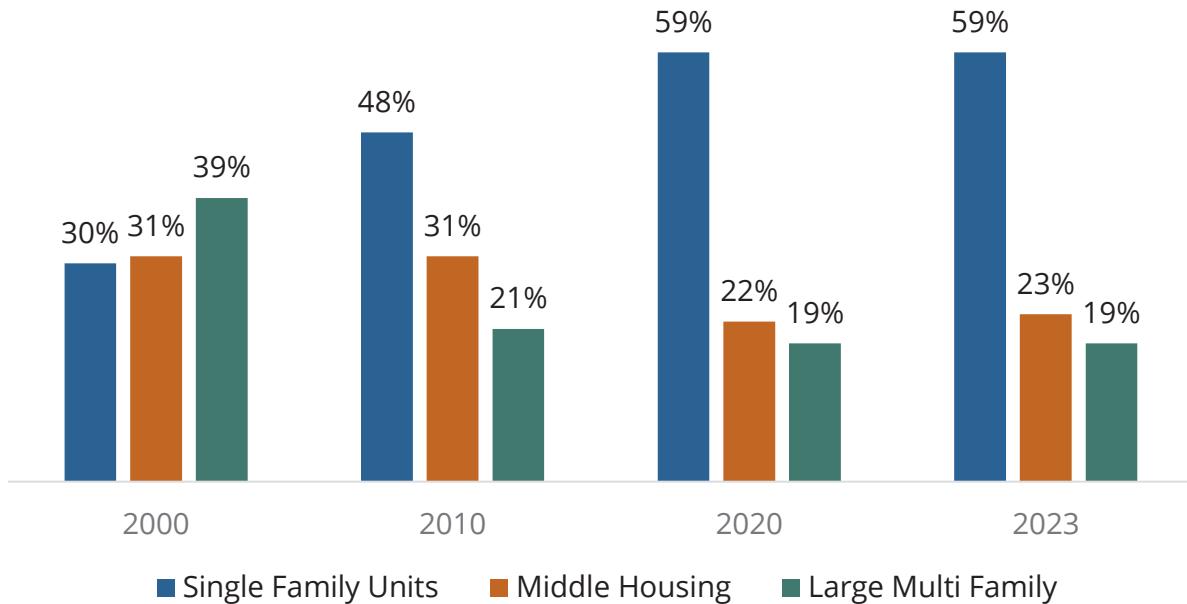
Bellevue Housing Types



Factoria Employment



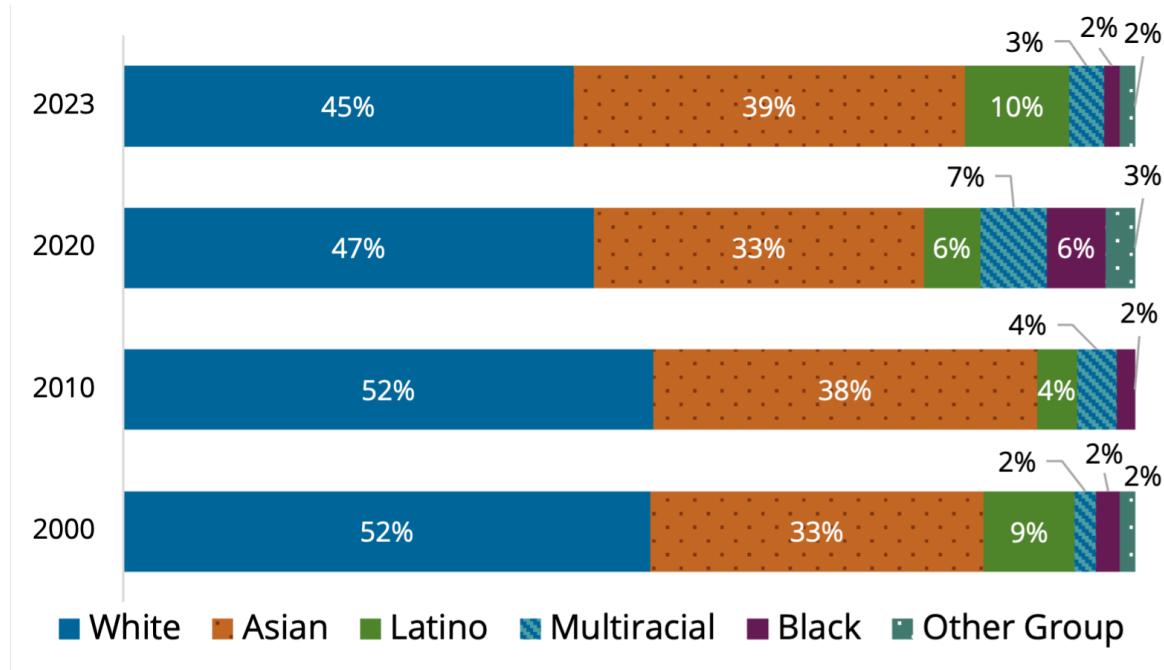
Change in Factoria housing types over time



Age Distribution



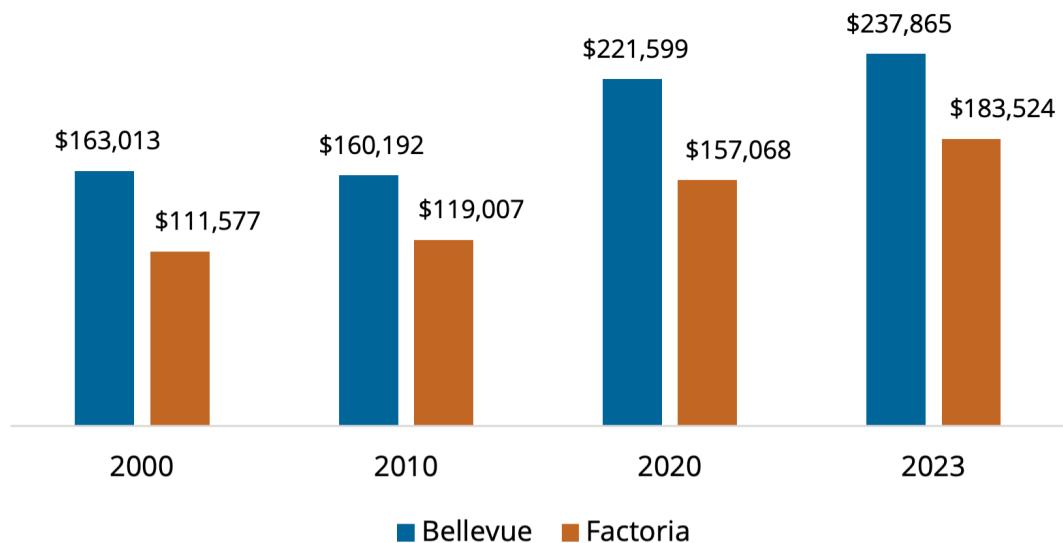
Factoria Race and ethnicity over time



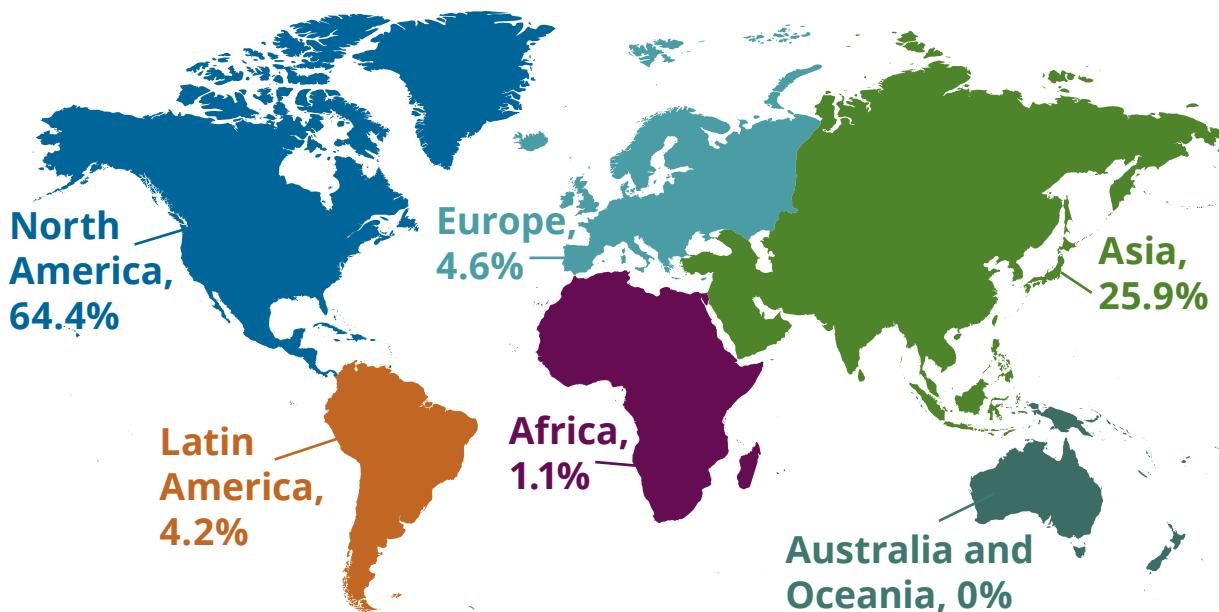
Income Distribution



Average household income change over time (In 2025 dollars)



Factoria Place of Birth



Top Languages Spoken:

English
Chinese (Mandarin)
Spanish

Korean
Japanese
Chinese (Cantonese)

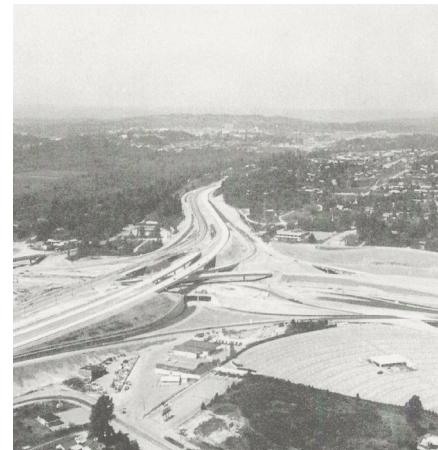
5 History

Prior to European settlement in the 1800s, the area now known as Factoria was inhabited by Coast Salish peoples, including the Duwamish and Snoqualmie Tribes. These communities, known as the Hah-tshu-ab'sh or "Lake People," lived, hunted, and fished along the shores and wetlands of Lake Washington and Lake Sammamish.

By the 1890s, logging activity expanded into what are now Factoria, Woodridge Hill, Richards Valley, and the Greenwich Crest neighborhoods. Timber from these dense forests supplied the growing region's construction and energy needs. During this period, Factoria was envisioned as a potential industrial hub. Promoters marketed it as an "industrial center" expected to host more than 20 coal and manufacturing plants. Despite these ambitions, industrial development never materialized beyond the establishment of the Factoria Stove and Range Company. By the early 1900s, only the Factoria School had been constructed on the original Factoria townsite, where the Factoria Mall stands today.⁶

Between the 1920s and 1950s, the Factoria area maintained a modest landscape characterized by timber extraction, small-scale agriculture, and scattered homesteads. Much of the area remained under the jurisdiction of King County during this period. This rural landscape persisted for several decades, shaped by the region's topography and natural waterways.¹⁵

The post-war economic boom and the opening of the I-90 and I-405 corridors catalyzed rapid suburbanization throughout Bellevue. Factoria's proximity to regional highways made it a natural site for commercial growth. The Factoria commercial area evolved into a retail and employment hub, anchored by the Factoria Mall and adjacent office parks. Factoria was



Drive-in and shopping center
near I-405, circa 1977
Source: Eastside Heritage Center



Factoria School, circa 1961
Source: Eastside Heritage Center

officially annexed into the City of Bellevue in 1993, transitioning from King County governance. Factoria's urban form reflects Bellevue's transition from a resource-based economy to a modern commercial district. While remnants of its early industrial aspirations remain in its name, today's Factoria is defined by mid-rise office buildings, large retail centers, and regional connectivity. Continued investment in commercial and residential redevelopment, guided by the Factoria Subarea Plan, positions the neighborhood as a dynamic hub of commerce and community activity.¹⁶



Sunset Shopping Center,
circa 1950

Source: Eastside Heritage Center



Aerial photo of Factoria Boulevard crossing under I-90 in the foreground, I-405 in the background

6 Community & Cultural Assets

Factoria contains few community and cultural assets, with even fewer qualifying as “third places”. Third places are spaces outside of home or work to socialize and build community, such as parks, libraries, and local restaurants. Key characteristics include comfortable spaces that are generally inexpensive and accessible to groups of various cultures, social backgrounds and economic classes. Below is a description of the various types of identified community and cultural assets.

Community Center/Facility: Publicly owned facilities and gathering spaces providing services for diverse groups.

Shopping Center: Groups of various retail and service establishments, often including a supermarket or department store, and typically managed as a single property.

Ethnic Grocery Store: Grocery stores that are tailored to specific ethnic communities.

Places of Worship: Places like churches, temples, mosques, or other gathering areas for religious communities.

Public School: Schools that provide free public education to students within the Bellevue School District.

Other School: Educational facilities that are not public schools within the Bellevue School District.



South Bellevue
Community Center

Table of Community & Cultural Assets

* Denotes a Community/Cultural Asset outside of the Factoria Neighborhood Boundary

#	Community Center/Facility
1	Tyee Community Gym*
2	South Bellevue Community Center*
3	Coal Creek Trail*
4	Factoria Trail
5	Mountains to Sound Greenway Trail
6	Newport Way Library*
7	Factoria Police Substation
8	Fire Station #4
9	Newport Covenant Church P&R*
10	Factoria Post Office

#	Ethnic Grocery Store
11	T&T Supermarket
12	Southgate Mart
13	Jing Jing Asian Market

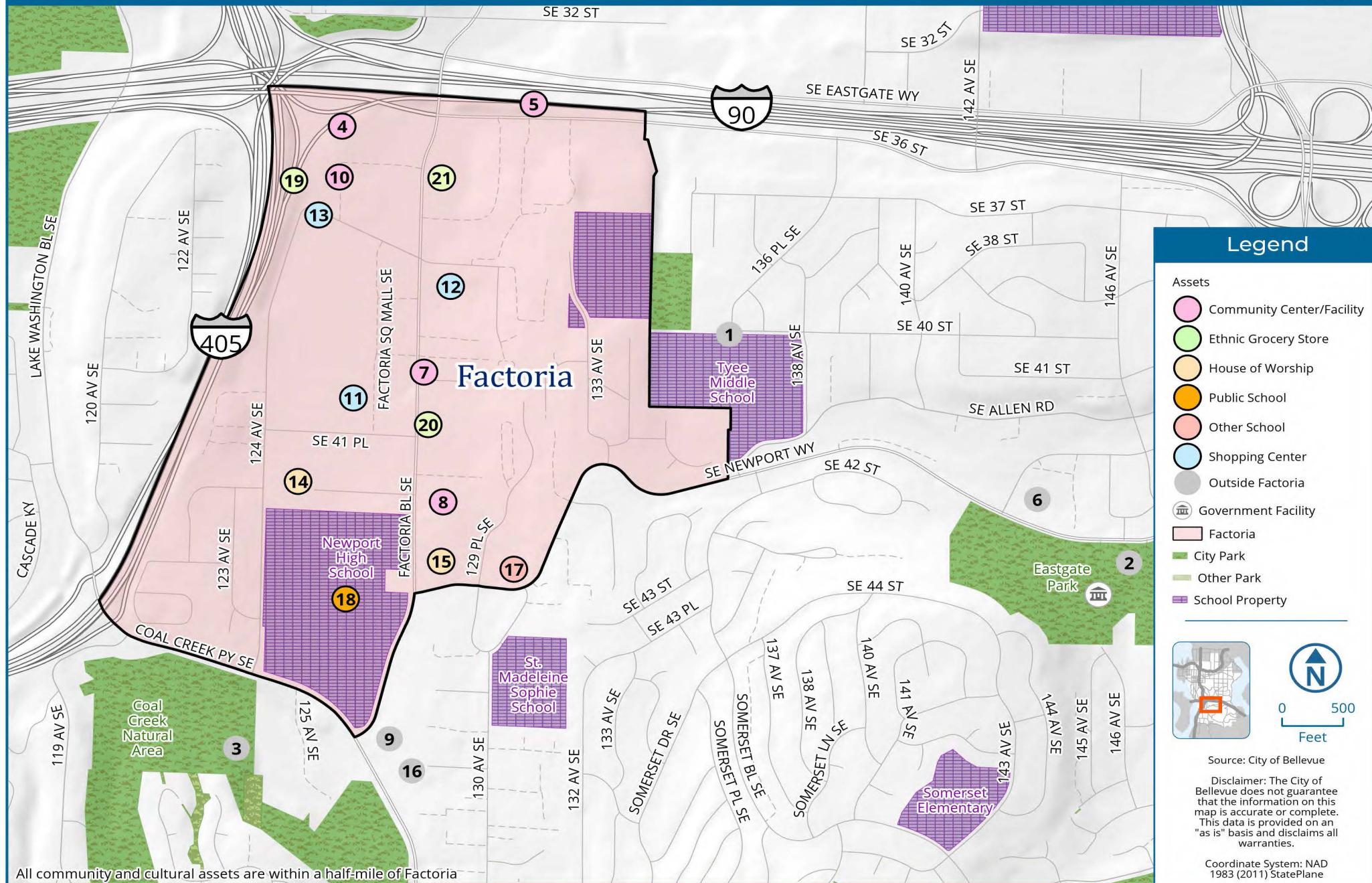
#	House of Worship
14	The Church of Jesus Christ of Latter-day Saints
15	Saint Margaret's Episcopal Church
16	Newport Covenant Church*

#	Other School
17	Newport Children's School

#	Public School
18	Newport High School

#	Shopping Center
19	Factoria Mall
20	Factoria Village
21	Factoria North Plaza

Community and Cultural Assets in Factoria



All community and cultural assets are within a half mile of Factoria.

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Coordinate System: NAD 1983 (2011) StatePlane

Disclaimer: The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

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Feet

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Secondary Cities of Bulgaria

7 Natural Context

Factoria is largely covered by impervious surfaces, contains steep eastern slopes, and Richards Creek is its main waterway. Despite recent gains in tree canopy, the neighborhood remains vulnerable to heat, poor air quality, and flooding.

Topography

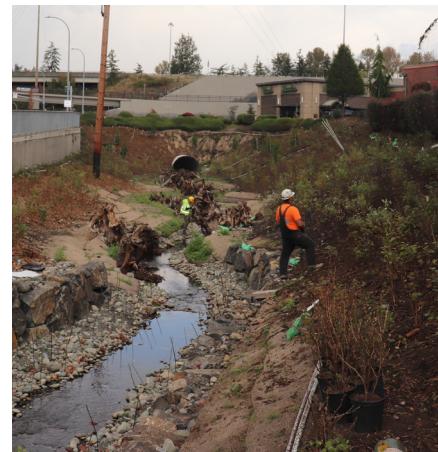
East of Factoria Boulevard is defined by steep slopes with grades exceeding 40% across areas larger than 1,000 square feet. In contrast, the western portion is generally flat, with steep slopes over 40% occurring only along the I-405 corridor.¹

Streams and Waterways

Richards Creek is the Factoria neighborhood area's predominant waterway. It begins south of I-90 at the commercial corridor near Factoria Boulevard between SE 38th and 36th Streets. It collects stormwater from surrounding commercial areas then flows north, draining into Mercer Slough wetland in the West Bellevue neighborhood area. The Factoria Boulevard Stormwater Conveyance Improvements project, completed in 2024, improved infrastructure to reduce risk of flooding during heavy storms in the Factoria-Richards Creek drainage basin. Sunset Creek is also a significant tributary to Richards Creek, flowing under I-90 through Factoria. Recent and ongoing restoration of Sunset Creek is reopening upstream habitat for native and migratory fish. Parts of Factoria are also within the Coal Creek watershed.¹⁵



Steep topography in Factoria



Concrete holding tank installed to channel Richards Creek

Tree Canopy

As of 2023, the Factoria neighborhood area's tree canopy is measured at 22% compared to Bellevue's goal of achieving 40% citywide tree canopy by 2050. Over a 10-year study period (2011-2021), the neighborhood area's tree canopy increased 3.4%, one of the highest growths in canopy coverage across Bellevue's neighborhood areas. However, the tree canopy coverage in Factoria still remains one of the lowest across the City of Bellevue. Most residential areas in Factoria have some tree canopy coverage while commercial areas with high impervious surfaces have little to no canopy.¹⁷

Current Environmental Vulnerabilities

Residents of the Factoria neighborhood area face heightened climate-related risks. According to the city's Climate Vulnerability Report, Factoria ranks high on the vulnerability index due to multiple factors.¹⁸ Residents of Factoria face particularly high exposure to heat, poor air quality, and flooding hotspots. Air quality poses a major risk with the I-90/I-405 interchange creating some of the worst air pollution in Bellevue.¹⁹ The area's steep southern slopes trap tailpipe emissions and their associated pollutants in Bellevue, the most severe impacts concentrated near highway. Planned mixed use development adjacent to highways will add multifamily housing, placing future residents, often among the most vulnerable populations, at risk of prolonged exposure to poor air quality. The Factoria neighborhood area is prone to flooding due to high levels of impervious surfaces and poor drainage. Factoria neighborhood area also faces greater potential water quality impacts from extreme precipitation events and the risk of potential landslides. Additionally, due to Factoria's notably lower tree canopy, King County's heat island mapping study demonstrates that this area retains high levels of heat into the evenings while the neighborhoods with higher tree canopies cool.²⁰ Connectivity and mobility also present additional environmental justice challenges. The area suffers from gaps in the pedestrian and bicycle network, and recent cuts to bus service have further constrained transit access. While future light rail/bus rapid transit stations are proposed north of I-90, connectivity to those facilities is limited. These gaps increase reliance on personal vehicles, exacerbating



Tree canopy in Factoria

congestion and worsening local air quality. Access to community gathering spaces and parks is limited as well. These conditions contribute to the urban heat island effect, raising health risks for residents, especially those already most vulnerable.



Natural Environment in Factoria



8 Parks & Open Space

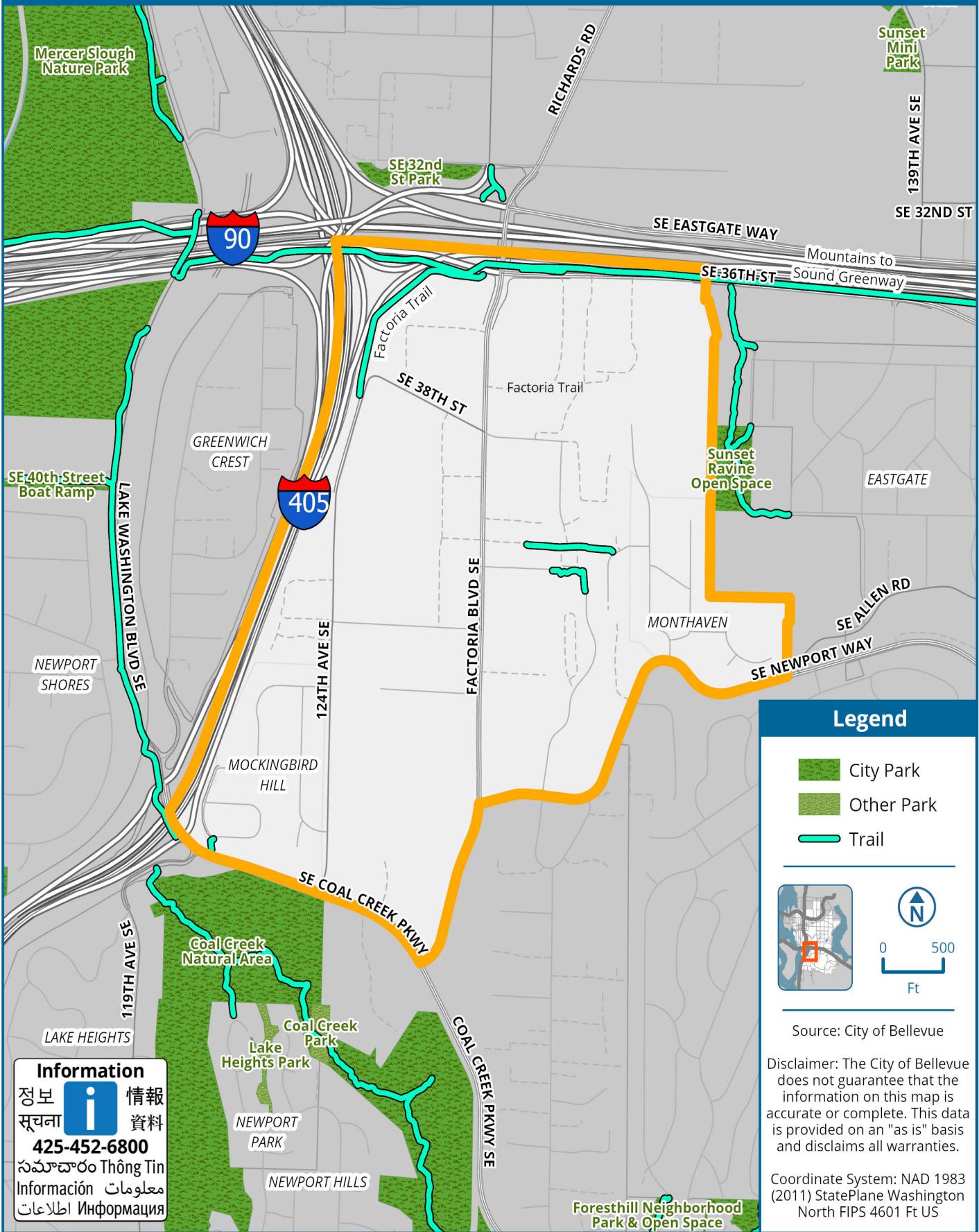
The Factoria neighborhood area lacks the park and trail network of other neighborhoods in Bellevue. With an unconnected street layout and lack of neighborhood park facilities, most households in the Factoria neighborhood do not have walkable access to parks. Currently, only 1% of households meet the city's goal of being within 1/3-mile (10 minutes) walk of a park or trail entrance.²¹ The high concentration of multi-family residential populations exacerbates this need. Factoria borders prominent Bellevue parks such as Coal Creek Natural Area and Sunset Ravine Open Space, with Sunset Creek running along its boundary. However, access is limited so most residents still rely on vehicular transportation to access these open spaces.²²



Grassy area near Newport High School



Parks and Trails in Factoria



9 Transportation

Residents of Factoria rely heavily on personal vehicles.²³ Factoria Boulevard and 124th Avenue SE serve the neighborhood area as the busiest roads, while bus service remains limited and pedestrian and bicycle infrastructure is partially disconnected.

Roadways

There are three classifications of prominent roadways in Bellevue: major arterials, minor arterials, and collector arterials. Major arterials are primary routes for high traffic volumes and long-distance trips. Minor arterials are routes for moderate traffic and trip lengths, connecting community areas to major arterial systems. Collector arterials are roads that gather traffic from local streets and feeds into major or minor arterials.

Coal Creek Parkway SE, bordering the south side of Factoria and Newport neighborhood areas, is the only major arterial in Factoria. Factoria's most prominent roadway, Factoria Boulevard, is designated as a minor arterial, which runs north-south connecting SE 36th Street to Coal Creek Parkway SE. 124th Avenue SE and SE 36th Street are Factoria's other minor arterials, which run north-south on Factoria's west side to Coal Creek Parkway SE and east-west connecting to the Eastgate neighborhood area respectively.

Visitors arriving to the Factoria neighborhood area by automobile use three major routes: heading south on Factoria Boulevard at I-90, north on Factoria Boulevard at Coal Creek Parkway, or on 124th Avenue SE along the west side of the neighborhood area. The Factoria neighborhood faces several roadway challenges, including significant delays, low driver comfort, and high traffic congestion. With continued growth in Bellevue and



Aerial photo of Factoria Boulevard and SE 36th Street

the surrounding region, congestion remains a key concern for Factoria and neighboring areas. Traffic along both the north and south sides of the I-90 corridor is particularly affected. Additionally, the area's numerous curb cuts and driveways contribute to vehicular congestion and create conflicts with pedestrian traffic.

Public Transportation

Bus service in the Factoria neighborhood area has had several lines terminated over recent years. The four main transit routes that remain (King County Metro: 203, 212, 226, and 240) provide direct access to the Factoria neighborhood area from most regions of Bellevue and other major urban centers in King County. Several frequent bus routes serve Factoria Boulevard between SE 36th Street and SE 41st Place. Other routes provide access through transfer points on the edge of the neighborhood area, mainly from the Eastgate Park and Ride and the Coal Creek/I-405 interchange.²⁴ Currently, regional buses bypass Factoria along I-90 and I-405 without providing service to Factoria. The future Sound Transit 3 light rail line is currently proposed north of the neighborhood area boundary and I-90 with a station at Richards Road.²⁵



King County Metro 241 bus along Factoria Boulevard

Pedestrian and Bicycle Infrastructure

Factoria's current state of walkability is challenged by land use patterns that generally favor automobiles. Most site plans place automobile parking between businesses and the public sidewalk, forcing pedestrians to cross parking lots to gain access to building entrances. While most arterial roads in the Factoria neighborhood area have pedestrian sidewalks, many residential streets do not.

Aside from sidewalks, there are limited dedicated bike or pedestrian pathways in Factoria. Two shorter and disconnected trails begin near the Monthaven sub-neighborhood, crossing west through the forested hillside and private roadway to connect to Factoria Boulevard. From Factoria Boulevard, pedestrian pathways connect at SE 38th Street, SE 41st Place, and through Newport High School to Factoria's other main north-south arterial, 124th Avenue SE. The Factoria Trail skirts the



Cyclist at Factoria Boulevard & Richards Road

northwest corner of the neighborhood area from SE 38th Street connecting to the Mountains to Sound Greenway trail along SE 36th Street. Bike-shared lanes exist from the Factoria Trail south towards SE 41st Place, where a designated bike lane south of SE 41st Place provides connection to Coal Creek Parkway.

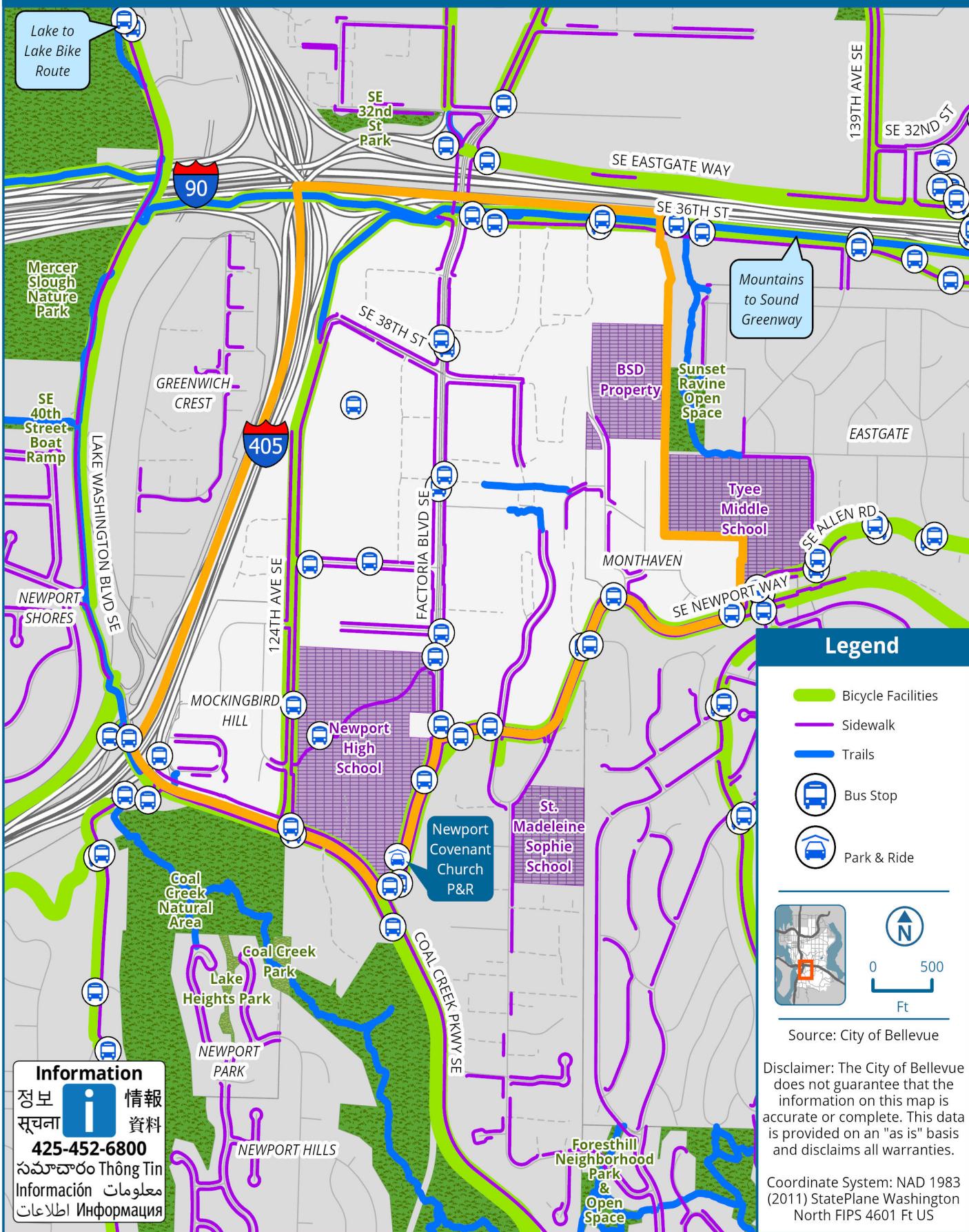
The Mountains to Sound Greenway Trail is a partially constructed 100-mile-long corridor running along I-90 that will connect the Seattle waterfront to Ellensburg in Central Washington, featuring a regional trail network for walking, rolling, recreation and transportation. Bellevue's portion of the trail currently exists west of 142nd Place SE in Factoria. There are a few remaining gaps in the Mountains to Sound Greenway Trail, one of which spans the adjacent Eastgate neighborhood area.



Mountains to Sound
Greenway trail east of
Factoria Boulevard



Factoria Mobility and Access



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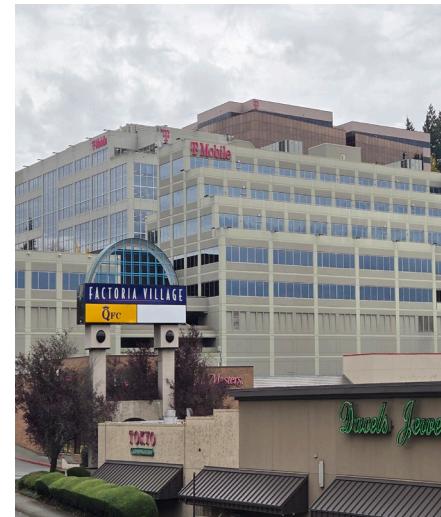
Coordinate System: NAD 1983
(2011) StatePlane Washington
North FIPS 4601 Ft US

10 Economic Development

Factoria functions as one of Bellevue's major economic hubs, anchored by the Factoria Mall and the surrounding retail corridor and large regional employers, including the T-Mobile US headquarters and the American Automobile Association (AAA). Together, these serve as a key employment and revenue generating center for both the city and the region. However, office vacancy rates along the I-90 corridor, including buildings on Factoria Boulevard, have risen to approximately 42.5%, reflecting broader post-pandemic shifts in workplace utilization and office demand. The Factoria Boulevard corridor continues to accommodate upwards of 36,879 cars per day and 17,400 on SE 36th Street.²⁶

T-Mobile US, Bellevue's second largest employer, occupies roughly 1.4 million square feet of office space and employs roughly 7,800 people.²⁷ AAA, headquartered nearby in the One Newport Building, occupies the first three floors and leases the top floor to other tenants. Newport High School is also a major institutional presence, employing nearly 100 staff, including 88 full-time teachers, and serving 1,844 students during the 2023-2024 school year.²⁸ Students frequently visit nearby shops, restaurants, and the Factoria Mall, contributing additional foot traffic and supporting the local retail and service economy.

Beyond corporate and professional offices, Factoria contains a high concentration of dental clinics, medical offices, and personal wellness businesses such as chiropractors, vision clinics, and physical therapy practices. These services, largely clustered along Factoria Boulevard and within mid-scale office buildings, help sustain a steady level of daytime activity across the neighborhood.



Major employment hub situated behind Factoria Village

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