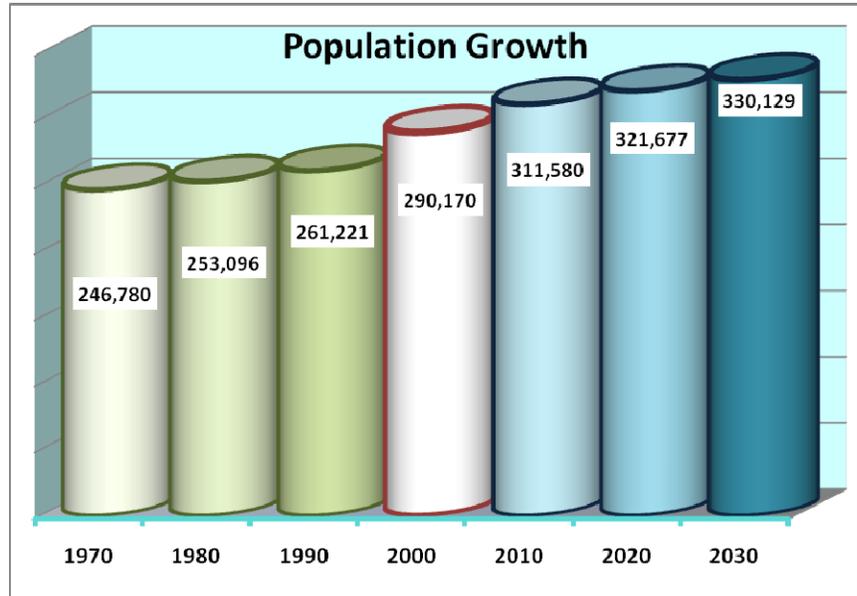


IV. Demographics

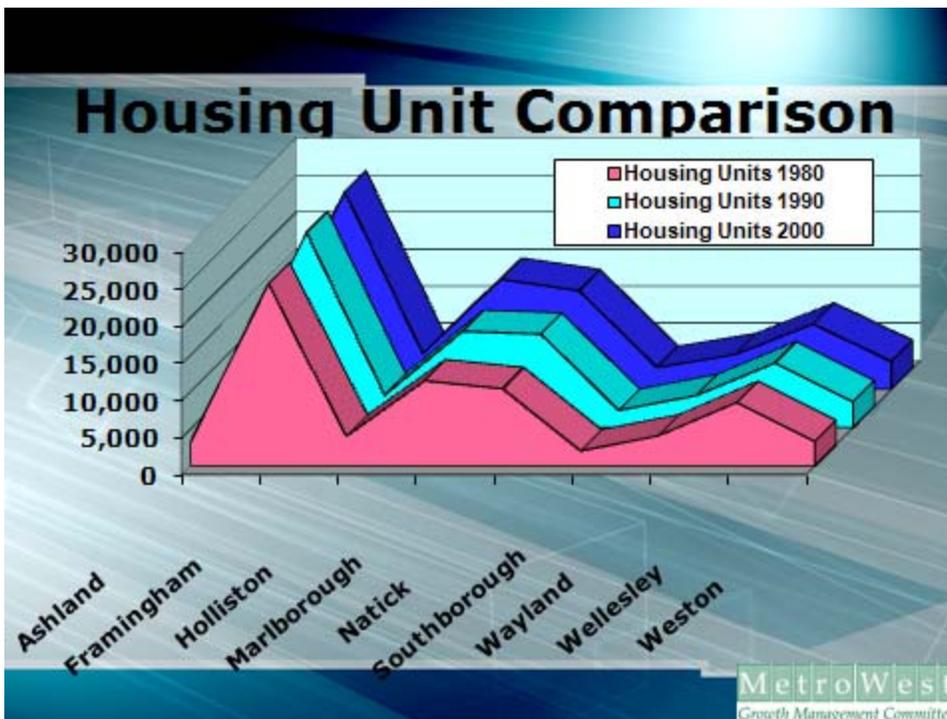
MetroWest has grown dramatically over the past four decades, as shown in the chart below which represents fourteen communities loosely defined as “MetroWest”. Wellesley’s population of 26,613¹ is slightly less than 10% of the total MetroWest population, and its workforce of 12,945² is also slightly less than 10%.

As you can see from just this handful of communities, we’ve been growing in numbers, and are predicted to continue to grow. Hopefully, not at the double-digit percentage increases we’ve seen in the past (Ashland grew 21.6% between 1990 and 2000, Southborough grew at 32.5% and Hopkinton grew at 45.2%). But area planners and public officials have some concerns. Many reported that they had attained the population projected for 2010 by 2005.

Population Past Present & Future – Figure D1



Housing Growth - Figure D2



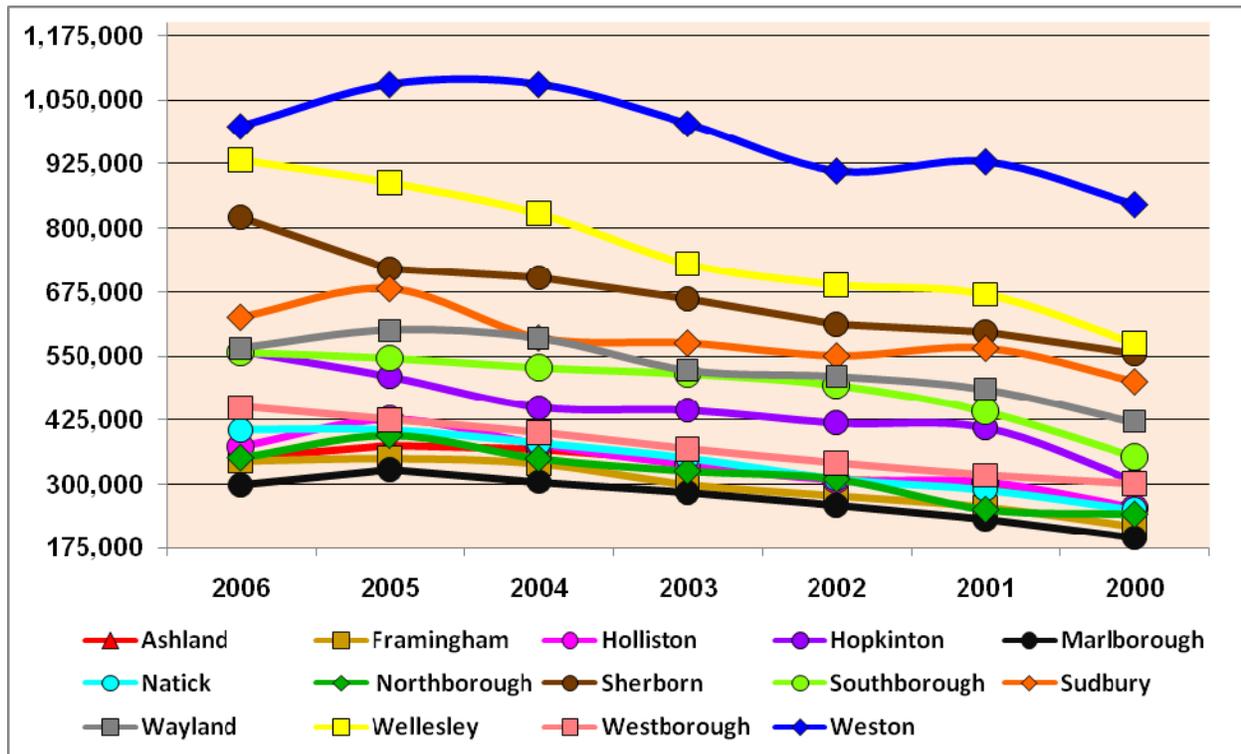
It is not surprising that we’ve been building housing to provide shelter for our increased population. In Natick alone, there are more than 1500 housing units in the pipeline. Framingham is adding another 700 units and Southborough may be facing 500 additional units of housing.

The ever increasing value of a housing unit has been a fact of life, and a great benefit to the fortunate property owners since the recession in the early 80’s. This is a quick look at home sale prices, both single

¹ 2000 U.S. Census

² Census 2000, Profile of Selected Economic Characteristics

family houses and condo units, for 14 MetroWest communities from 2000 to 2006. Although the housing market has softened considerably since 2006, housing in MetroWest is still in demand.



Median Home Sales Price - Figure D3

A major unintended consequence of increased housing value is the ever-widening housing affordability gap.

CEO's throughout MetroWest advise that our housing prices present serious problems for them. They report that they lose ideal job candidates to other locations due in part to our housing prices, but also due to our traffic congestion and lack of public transportation.

Over the past two decades, incomes for the highest income families in Massachusetts have grown almost five times as fast as those for low income families and nearly twice as fast as those for middle income families.³ While there have been similar trends across the country, the gap between upper- and lower-income families has grown more in Massachusetts than in forty seven of the fifty states.

Over the period from 1980 to 2001, families in the top 20 percent of the income distribution in Massachusetts saw their average annual income rise 77 percent. Low- and moderate-income families did not fare nearly as well during this span. The average annual income for families in the middle of the income distribution climbed 40 percent, and the families at the bottom of the income distribution experienced only a 16 percent increase.

Many of the new housing units proposed in MetroWest were created under the Chapter 40B statute. Enacted in 1969, Chapter 40B, "An Act Providing for the Construction of Low and Moderate Income Housing in Cities and Towns in Which Local Restrictions Hamper Such Construction" is a state statute

³ Massachusetts Budget and Policy Center, 2006

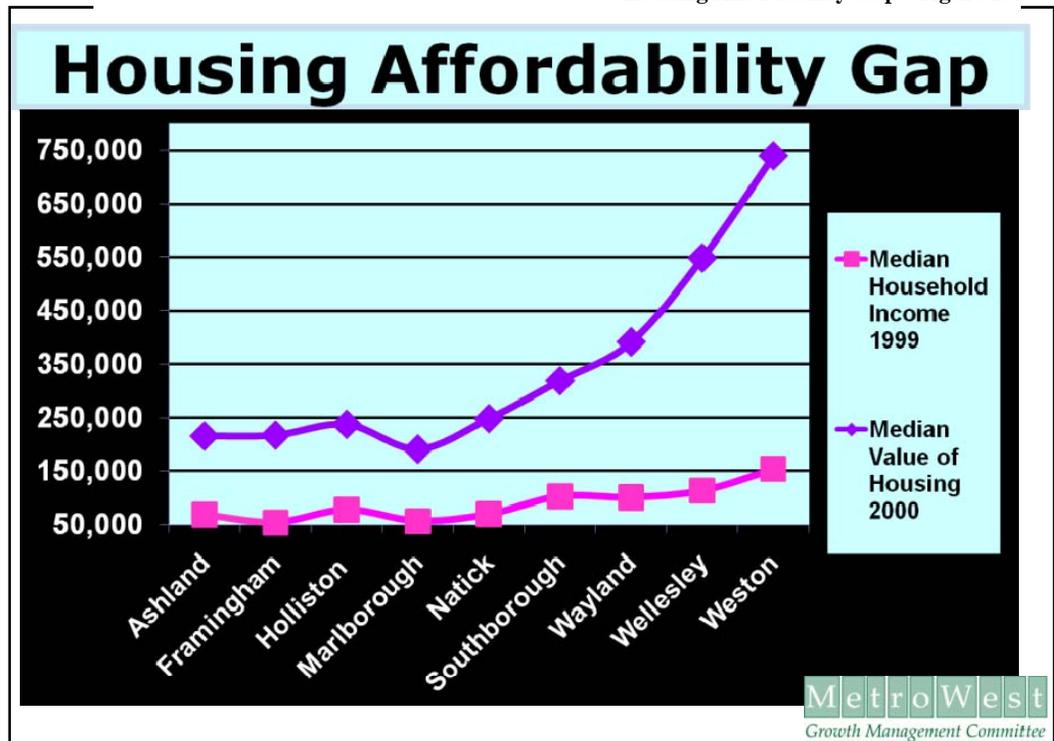
often called the Comprehensive Permit Law or “Anti-Snob Zoning” Law. The intent of Chapter 40B was to address the shortage of affordable housing statewide by reducing unnecessary barriers erected by local zoning and other local restrictions. Chapter 40B is highly controversial in most communities because it overrides local zoning regulations that make low-and moderate-income housing economically infeasible to build.

Chapter 40B, creates a wide variety of housing types that accommodate a diverse population, including growing families, senior citizens, persons and households with special needs, single householders, and families whose children are of adult age and have left the household, with special emphasis and high priority on the provision of housing for households with incomes that are not more than 110% of median income, as determined by the U.S. Department of Housing and Urban Development (HUD).

The sales or rental price is based on the Boston Primary Statistical Area median income and is defined by the Commonwealth. These dwelling units are made affordable to low-income and moderate-income households by a deed restriction or covenant that restricts sale prices and rents as the units are sold, vacated or leased to new tenants.

As one would expect given a growing population, the workforce in our region is also growing. However, our job growth is growing even faster. It is important to note that the workforce of a community does not directly correlate to the number of jobs located in a community.

Housing Affordability Gap - Figure D4



The Massachusetts Executive Office of Labor and Workforce Development reports that 16,554 jobs were located in Wellesley during 2006. This contributes to the fact that MetroWest is an importer of jobs (there are more jobs located in the region than can be supported by the workforce of the region).

Going forward, MAPC expects a job growth of about 10% for the 101 cities and towns of the MAPC region, which is slower than national job growth over the same period. The largest number of jobs will likely be added in

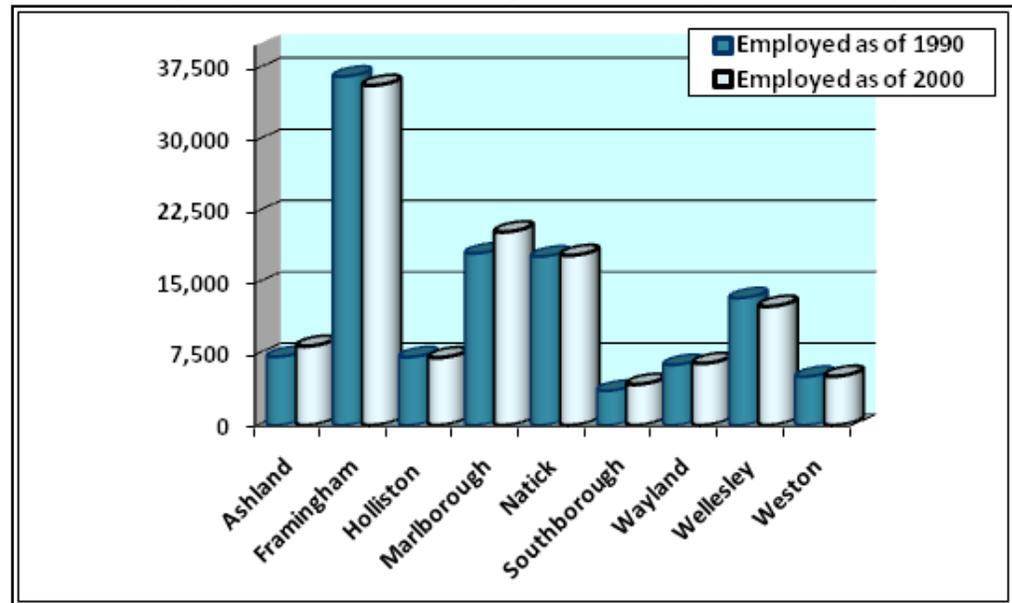
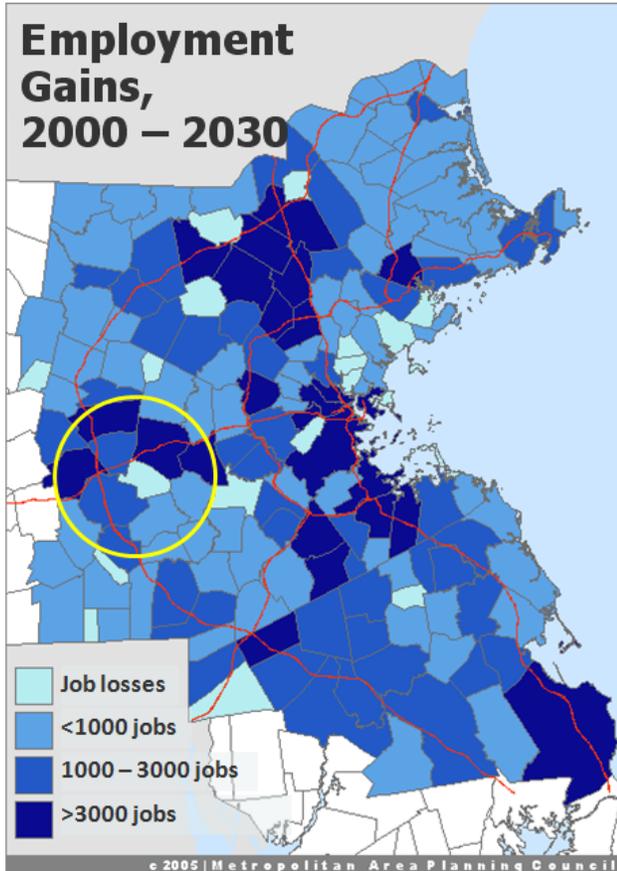
Professional and Business Services and Education and Health Services. These two sectors will account for half the new jobs in the MAPC region, while only moderate gains are expected in Trade Transportation and Utilities and Leisure and Hospitality.

Continuing the trend for the past decade, manufacturing is the only major sector expected to lose

jobs. What about the high-tech jobs that MetroWest has become a magnet for high tech jobs and

companies that provide goods and services to the high tech industry? High tech is not one particular

Gains in Employment - Figure D6



Workforce in MetroWest - Figure D5

sector but rather a set of activities that cut across different sectors.

It includes part of Education and Health Services, part of

Manufacturing, etc. Will our leadership in high tech industries continue? From predictions established by MAPC as part of the MetroFuture analysis, the answer is yes, but slowly.

MAPC expects that four major job centers, comprising 27 communities, will account for half of all new jobs over the next 25 years. MetroWest is identified by the yellow circle in Figure 7 to the right. It is predicted that 22,000 new jobs will be created in MetroWest between 2000 and 2030. This includes some concentration of employment, but current trends indicate that most office parks and industrial parks are put close to highway interchanges, but not necessarily close to commuter rail stops. Most new employees will have to commute by car, whether they live in the suburbs or in the inner core.

While the region's academic institutions and hospitals are very important assets in both Massachusetts and MetroWest, attracting new firms and new investment in the region's high tech environment is critical if MetroWest and the Greater

Boston region is to remain a competitive player in the nation's high tech economy.

Traditionally, this has been a region with an abundant supply of high skilled labor. However, with the movement of many professionals out of state, an influx of immigrants in need of education, and the retirement of many professional baby boomers, the profile of the labor supply is changing, in a way that high tech firms may not find very attractive.

MAPC compared projected labor force to expected occupational mix, and found an increasing mismatch between the jobs that may be available and the skills that workers may have. In comparison to the labor market dynamics we have today, our 2030 projections suggest that we may have a surplus of workers who lack a high school diploma, and a shortage of workers with graduate degrees, bachelors degrees, or even high school and vocational degrees. We may be facing a total shortage of about 170,000 workers, which will make it even harder to find good labor here. Some of the shortage may be met by people commuting in from New Hampshire, Central Massachusetts, or Rhode Island.

If efforts are successful to "import" enough workers to keep the economy going, this in-commuting can have serious impacts on the region's transportation system, which will be discussed in the Traffic and Circulation section.