

MINUTES OF TOWN OF BERKLEY SELECTMEN’S MEETING OF 03/26/2026

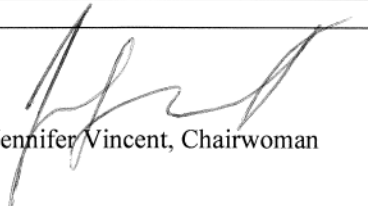
SELECTMEN IN ATTENDANCE: Jennifer Vincent-Chair, Tabitha K. McCrohan-Member, Mark Horsfall-Member

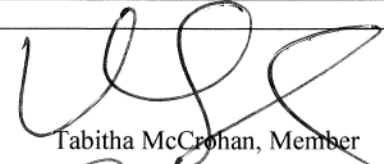
TOPIC		ACTION
Call To Order	Board of Selectmen - Called to Order at 6:00PM in the Council on Aging Room	
New Business:	<p>Board to review updates to the Town’s Economic Development Plan; discuss potential expansion of the Residential Overlay District (Village and/or Riverfront District), cluster zoning technical assistance, and other related zoning strategies. Discussion may include potential future bylaw amendments and/or expressions of interest for Community One Stop. Possible vote may be taken.</p> <p>The Board of Selectmen heard a comprehensive presentation from planner Chris Welch (SRPEDD) on the town’s economic development survey, draft zoning concepts, and visualizations for key areas. The survey, with 241 responses and a 70% completion rate, showed that longtime residents and older age groups were strongly represented, businesses struggle mainly with workforce, taxes, and permitting, and residents want sidewalks, road improvements, permitting guidance, tax incentives, and expanded water infrastructure to support growth. Through example images, respondents expressed support for office/flex, retail, and particularly mixed- use “village” development, provided it fits Berkley’s small--town scale and character; they strongly favored a Padanaram- (Dartmouth) style mixed- use village, the Weymouth- style retail/office building, and riverfront amenities, as well as tourism and agritourism uses like outdoor dining, events, farmers markets, and farm stores. Chris then walked through aspirational 2D concept plans for a north/south Riverfront District, a Village District around the Common, the Padelford/Route 24 area, and the Myricks Airport area, all emphasizing buffering, wetlands constraints, and the need for willing property owners and new overlay zoning. The Boards discussed how to adjust use tables and overlays to enable mixed- use and light industrial while protecting neighborhoods, whether and where to extend the new residential overlay concept, and how to simplify overly restrictive zoning. They agreed that the Riverfront District should be the top priority for future Community One Stop grant assistance, with the Village District also important, and they reviewed warrant- article strategy for new use- table columns and a named commercial/mixed- use district on Padelford. Finally, they discussed bylaw tweaks to clearly allow municipal traffic- control signage (such as flashing stop signs) and potential longer- term solutions like a traffic light at a dangerous intersection (Church/Myricks) set the expectation to close the survey, and targeted a mid--April -follow-up- meeting to review refined 3D renderings and draft recommendations.</p> <p>Board to discuss the proposed expansion of the General Business District for properties identified as 31, 33, 35, and 35R Padelford Street. Review of surveyed plan, proposed warrant article language, and related materials. Possible vote may be taken.</p> <p>The Padelford Street discussion focused on how to zone and design the area near Route 24 to balance economic development with neighborhood protection. Using early concept sketches, Chris Welch described a vision of pedestrian oriented retail and small “village” commercial uses near the highway/ramp, with light industrial or flex space pushed to the rear and tree buffers to screen more intensive uses. “Light industrial” was clarified to include -small scale, often -public facing uses like coffee</p>	<p>Discussion Only</p> <p>Discussion Only</p>

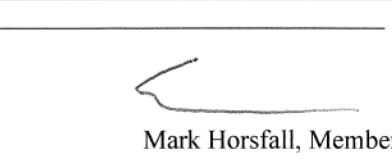
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	<p>roasters, breweries, or shared office/warehouse flex space, not heavy industry. Planning Board members emphasized that the land closest to the existing subdivision should remain residential or -lower intensity, acting as a buffer, while concentrating commercial uses toward Route 24. There was discussion about aligning this area with the town's newer -mixed use thinking—possibly using -the Residential Overlay (RROD) model here instead of inventing a completely new framework, and creating a distinctly named district (e.g., "Paddleford Village" or similar) rather than simply expanding General Business. They also reviewed the surveyed plan for the proposed zoning change (including lots 30, 31, 33, 35), noted that one lot (31) isn't- fully depicted in the color concept, and agreed the warrant article and map must clearly show which entire lots are being rezoned. The Rose family, as major landowners, reiterated they strongly prefer commercial over residential buildout, have waited to sell in hopes of a -town supported- commercial plan, and want clear, proactive communication to residents so Town Meeting voters understand the proposal, permitted uses, and benefits rather than reacting to rumors.</p> <p>Board to discuss additional prospective bylaw changes, including but not limited to provisions for flashing signage for traffic control or other municipal purposes. Possible vote may be taken.</p> <p>Toward the end of the meeting, the boards turned to potential bylaw changes related to signage and traffic control, prompted by safety concerns at a problematic intersection (notably the Church Street area). They noted that the town's current sign bylaw broadly prohibits flashing, shimmering, or rotating lights, which might technically block the installation of flashing stop signs even when they are intended purely for traffic safety. There was agreement that this was never the intent of the bylaw, which was aimed at limiting distracting commercial signage, not municipal traffic-control devices. Members discussed adding a clear exemption in the sign regulations for government-installed traffic control and safety signage (e.g., stop signs with flashing LEDs), and agreed that town counsel should review whether an exemption already exists under §6.3.2 or similar, and if not, help draft simple clarifying language. At the same time, several members argued that flashing stop signs would only be a short-term band-aid, given the speed and volume of traffic and new generators of trips (such as the planned sports complex). They raised the idea that a full traffic signal or more substantial intervention may ultimately be necessary at the intersection and agreed to re-engage with MassDOT/State to revisit prior cost and feasibility estimates and determine the most effective long-term safety solution.</p> <p>Adjournment: Meeting adjourned at 7:27 PM</p> <p>*Next Scheduled Meeting is Wednesday, April 8th, 2026 at 6:00 p.m.*</p>	<p>Discussion Only</p> <p>Motion to adjourn J.Vincent motioned; M.Horsfall second Motion approved</p>
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Jennifer Vincent, Chairwoman


Tabitha McCrohan, Member


Mark Horsfall, Member


Matthew Chabot, Town Administrator