

North Merritt Island Dependent Special District Board

The North Merritt Island Dependent Special District Board met on Thursday, November 13, 2025, at 6:00 p.m., at the Merritt Island Service Complex, 2575 N. Courtenay Pkwy., Second Floor, Merritt Island, Florida.

The meeting was called to order at 6:13 p.m.

Board members present were Mary E. Hillberg, Chris Cook, Jim Carbonneau, and John Speck.

Staff members present were Trina Gilliam, Planning and Zoning Manager; George Ritchie, Planner; Alice Randall, Operations Support Specialist; and Jordan Sagosz, Operations Support Specialist.

Approval of the April 10, 2025, NMI Minutes

Motion by John Speck, seconded by Jim Carbonneau, to approve the NMI Dependent Special District Board minutes of April 10, 2025. The motion passed unanimously.

Item H.1. Dick Holdings, LLC (Vaheed Teimouri) requests a CUP (Conditional Use Permit) for a private heliport in AU (Agricultural Residential) zoning classification. (25Z00033) (District 2)

Trina Gilliam read the application into the record.

Vaheed Teimouri representing the property owner spoke to the request. He stated they had been here before, a few years back for rezoning of the property. Since then, a house was constructed and access designed. A lift station had to be put in place among other things to qualify for a conditional use permit. We've met all the requirements. There's no infrastructure for the helipad itself. It will land on the ground or on his trailer. Very occasionally landing only during morning. It's a very quiet aircraft. We have setbacks from all the property lines, 500 feet in an area of 40x40 right in the middle of the property. It's surrounded by a variety of many trees. The property is well kept.

Mary Hilberg asked what type of work do you do?

Mr. Teimouri responded he's a professional civil engineer and been in business since 1995. We did the design for his work and then the research for application submittal for the conditional use permit.

John Speck asked about the approach or landing flight path.

Mr. Teimouri responded we have that. We did a drone of the area which will be available Monday at the Planning and Zoning meeting. We did the flight path with the drone at the height of the approach.

Evan Dick stated he's the only one flying the helicopter. He bought it a year and a half ago and has been flying it in this path. I've bought an additional 21 acres to the west, so that gives me more options. In general, I don't descend below 500 feet before I'm in my property. 500 feet is the normal, most popular flight altitude for a helicopter, so it shouldn't affect anyone more than an overflight because I'm over my property by the time I start my descent. We are coming from the south and then turning north over my property, over that embankment. I'm at 500 feet that whole way. It's no different than anyone else flying. I start my descent once I'm over my grove.

Mr. Speck stated there is a helipad on South Merrit Island, and it has a flight path that you're probably familiar with.

Mr. Dick stated Dr. Neazi's, that one was never approved by the county, it was approved by the FAA. I've had my approval from the FAA for a while. I have my designation. There's nothing stopping me

from continuing to land like I have been. I just want to follow every rule that I can and because it's a helicopter you have something written in the county ordinances that you have these rules on helipads and I'm abiding by all those rules. But, if you say "no, we're not going to give you a helipad" it doesn't change anything, it will just leave it open for you to put something that bans helicopters in Brevard County. This is just to protect that because I've invested a lot of money in this, and I want to continue and be able to land. I've been averaging about twice a month, so it's not very common and I believe the noise is a lot less than most traffic on Courtenay.

Mr. Speck stated I think it's important that people know that you will be coming and leaving in the same direction. That corridor, approach and landing is important to me because I've had situations where you're right under the approach and landing of whatever it is that's flying there. People need to know that lane, I think.

Mr. Dick replied we have something written up and we can stick to that or I can.....

Ms. Gilliam stated your flight path is there in front of you.

Ms. Hilberg stated the flight path is right here. The red. This is where the helipad is.

Ms. Gilliam stated the proposed flight path is on the contour map.

Mr. Speck stated so that is from the river side and only on that path. Okay.

Mr. Dick stated once I'm at 500 feet there's not much....so I will go the direction I'm going unless there's something.... Airports have noise sensitive areas, like Merritt Island, they'll draw circles. So, we can come up with noise sensitive areas and I'll avoid those.

Mr. Speck stated his main concern is the residences down here. It looks like you're trying to do the flight path around them.

Mr. Dick responded yes, I have options because I've almost doubled the size of my property.

Public Comment

Kirk Logsdon stated he's not familiar exactly where the helipad is located. You were saying coming in from the river, but there's 2 rivers. West side or the east side?

Mr. Dick replied to the west side. I will never fly over Courtenay because that's a restricted area.

Mr. Logsdon asked what the purpose is for having the helipad there. There's an airport a few miles down the road.

Mr. Dick responded we can't get a hangar. I've tried for a decade to build a hangar at Titusville and Merritt Island. I do have a hangar at Merritt Island. There's a powerline that runs there so I can't get a helicopter underneath. It's been very frustrating to find a place for it. I had temporary storage at the usafs ramp and they're trying to kick me out because there's an eastern European company that bought it and they want to manufacture a light sport there. So, it's been very difficult to find a place for it. And the main reason I have a helicopter is the same reason I have a motorcycle, is to give neighbors and friends rides.

Mr. Logsdon asked if this is a commercial thing. Or just joy rides for friends and neighbors? What is the purpose of having this helipad located at this location? Is this a single one? Is this going to turn into 2 times a day? Is this going to become a commercial entity? I'm worried about the amount of traffic we're going to see, the amount of noise. What are the possibilities of some kind of incident like a crash? I don't want a helicopter crashing into my house. I know I'm on the other side of Courtenay, but things happen. I'm concerned about the automobile traffic. We don't need another airport in north Merritt Island. I'm not at all in favor of this.

Celia Williams stated she's seen a lot of action. A lot of storm action there since 1998, many storms, which have provided a lot of flooding opportunities. I appreciate him doing all his homework, but there is a problem with flooding and that property is the crux of the issue. That's where a pump resides, and I do blame the county for not coordinating the transition of pumping water from those properties when they were groves to now being owned by private people. I think for this gentleman to get this ability to fly a helicopter and having joy rides, I think it's more important that that property flooding be resolved. That flood water comes all the way down to my property. All my neighbors are also affected by the lack of flood control at that property, at that pump. And I think that that issue should be resolved before we have a helipad there for joyriding.

Thad King stated he's a career professional commercial helicopter pilot. I've been flying for about 24 years. Mr. Dick's helicopter is a piston driven helicopter. It's not a loud helicopter compared to.... The rocket launches are multiple times louder than that aircraft makes and the Brevard County mosquito control helicopters, much larger helicopter and flies back and forth doing their spray thing. If there's a concern about noise, it's minimal. Number 2 the west side of Courtenay is a restricted area. It is illegal for him to fly on the west side. If you live east of Courtenay, you cannot fly there, or you'll be charged and lose your license. Just a little perspective from a career helicopter pilot. I live in the area, and I would not have a problem with... it's not going to be an issue.

Darleen Hunt stated she and her husband have absolutely no objection to the request for a CUP for a private heliport on Evan Dick's land. I have seen and heard Mr. Dick's airplane flying over maybe 3 times. It's not too loud, it's really pretty. It's white, like a hospital helicopter. I highly recommend that you approve his request.

Marijeanne Simank stated we do have flooding. Our street has been flooded just in the storms we had 2 weeks ago. I'm afraid our home values are going to depreciate. We have quite a few homes over there that literally look onto that property. We can see it. We hear it. We'll know when they're coming down, when they're going up. My fear is that not only my home will depreciate but so will the other ones in our area.

Eric Marlowe stated he owns the 4 acres that directly abuts the subject property to the north. I have no objections. I'm pushing for approval. My biggest argument is that everybody has concerns about development and we finally have somebody who is taking a commercial property, converting it to agricultural and using it for recreational purposes. Isn't this what we all want? The lack of development. To change things around. The recreational use of this property ensures that it is not going to be developed, and I think it's a great use of the property. The helicopter's had minimal impact. He's done his research. He's trying to do things the right way. What more could we ask for? Living on Merritt Island we don't need another couple hundred homes on this property. A helicopter from time to time just makes sense. Mr. Dick is the only reason that we can move water from all of our properties up there because he does own the pump station and he's extremely helpful at

investing in that pump station and making sure it works properly. Every time we have rain, and we go under water I call Evan and say hey can we turn the pumps on, absolutely, it's been running. It's the only way we move water out of that Crisafuli basin. We have no other options. Unless you know of one. The county's not going to do it. We must take it upon ourselves. The previous owner did nothing, so we're very fortunate that Mr. Dick does move that water for us. I'm for approval.

Joseph Matta asked would the circling approaches happen over adjacent properties. I only ask because I live there, and I can only imagine the possibility that maybe a helicopter might circle over my property. That's my only concern.

Franklin Bean stated this is a quiet aircraft, it's not a turbine engine like all the jets you hear. It's a 3CF, it's like the small airplanes you see. With him only wanting to use it a few times a month the noise level is very inconsequential. Having a helipad there, in an emergency, the county, the state, anybody could land and bring in medivac or whatever is needed. I'm to represent the neighborhood, but I work for the FAA. He's done everything that needs to be done legally, and I think it could help our neighborhood. I didn't know how bad the water situation was but now that I'm aware that his pump station.... Evan has done more to help minimize development here by buying up the properties and I like the cattle on it.

End public comment.

Mr. Dick stated a circling approach is a pilot term specific to airplanes because you need to go at a certain speed and a helicopter you can go pretty slow, slower than I ride my motorcycles. Any circling approach would be over my property, and I don't see any reason for flying over any other people's property. 99% of the time there's enough wind for me to basically stand still. I land in the center of my property. I don't think there's any other county in Florida that has this strict rules for helicopters. Most counties don't have any rules for heliports. This one requires 500-foot setbacks, so I'm 500 feet from anybody else's property, where I'm landing. Which is part of the reason I had to go through all this effort of landing in the center and then building a special trailer and getting a golf cart that can pull it into the building. I'm not lifting any property. When we have flooding like we did the other day clearly, I'm not landing the helicopter. As far as flooding goes when I came to the property there was no pump. I've spent many tens of thousands of dollars to build a new pump. I've removed pepper trees. I'm trying my best to mitigate the situation. I understand a couple weeks ago it was pretty bad; it was bad for me too. Everything in my containers where my motorcycles are, everything got flooded. I'm running the pump when I can. The problem is sometimes it has no place to go. I will run the pump and I'm hurting people to my south, and I don't run the pump and the people to the north collect water. I can only do what I can on my property. Sometimes it just doesn't flow after going underneath Courtenay and I would love to work with the county to try to solve that or potentially try to find a way to... this last one I was out of town. I didn't know that the rain was coming. It was kind of unpredicted. Normally we would run the pump for several days before anything and get the area really dry so it would absorb some of that. I apologize for not knowing, although Minola was there running the pump when I wasn't there. Hopefully we'll do an even better job next time. I understand the traffic. I want less traffic. I drove through this same traffic as everybody else to get here. This was specific to launches, but now at 2:30 there's always traffic. I have now bought 50 acres up there and I'm just one person who's not even living there, it's not even increasing the commuting by 1, so I'm doing my best to reduce traffic. Think about if I'm denied this and I have to put the property up for sale and somebody else were to have the 50 acres chances are they're going to do, with the kind of money that 50 acres is worth, they're going to put something there that's going to increase the traffic a lot

more than me occasionally having a friend come for a helicopter ride. I think if anything it should be increasing the value because I've taken what was dilapidated 50 acres and removed all the pepper trees, I'm cleaning it up, I'm planting mangroves, I'm trying to make it a lot prettier. I live a mile from this property as well and obviously I want property values to go up as well, but not by increasing the density of housing. I'm never flying over people's houses and a helicopter, unlike people think a helicopter can't glide, a helicopter has about the same glide ratio as my old seaplane. It's about 4:1, so if I were to lose my engine, and this is what I mainly practice when I'm taking lessons, I'm going to auto rotate and the first thing I'm going to do is point to a field or a vacant area. The reason I have floats on my helicopter is because the easiest thing to do around where we live is to go to the water. So, there's no place I can lose my engine where I can't just go to the water. And because I'm a new pilot I don't my floats are permanently inflated because it's one less step to do in an emergency when I might be just trying to land it. It's a brand-new helicopter after I bought it at the factory, I'm getting it professionally maintained. It's certified. I wouldn't be flying my family and friends if I thought there was any chance of me crashing. It's not commercial and I'm not going to fly anybody commercially. I won't take money; I only give rides for amusement and for neighbors and to sightsee. I just had a bunch of astronauts in town for the New Glenn launch and I took them for a tour to see the rocket on the launch pad at Cape Canaveral.

Mr. Speck stated someone mentioned using it as an evac. I know they land helicopters at Ellington Park all the time.

Mr. Dick replied yes, you can use it for evac right now. I have a property in North Carolina, and they asked me permission; I said yes. You don't need a helipad to use it. They may make it more obvious once it's on the Federal Aviation charts but mine is now on the FAA charts. So, they know exactly where it is, and they can land there right now. It's just going to look like grass area that happens to be flat, and they'll know to land, and I welcome to do that. They wouldn't even call me to ask, they would just do it because now it's on the FAA charts.

Mr. Speck stated we would now have 2 places to land the helicopter for evacs.

Mr. Dick replied they don't land anywhere that's nice and clear and open and when they see an H on aviation charts they'll know, and that's already happened because FAA gave me approval within 6 months of me asking.

Ms. Hilberg stated on page 36 it looks like the survey. What are these things on the side?

Mr. Dick responded that's the pumps. I own the pump, and I own underneath. So, this is for me to keep it clear. I can get the water to this part, but it continues onward. This is just so I have ability to clean the tunnel underneath Courtenay.

Ms. Hilberg stated this other side of Courtenay is a pump.

Mr. Dick replied no, the pump's over here. This is a canal and a culvert underneath the highway and then a canal again.

Ms. Hilberg asked, "what is this then?" "What are these 2 pieces here?"

Mr. Teimouri responded those are culverts.

Ms. Hilberg stated here's the property here and there's this big circle around it that says buffer. What does that mean?

Ms. Gilliam replied that's the radius for 1,000 feet.

Mr. Teimouri stated that's the radius for advertise purpose.

Mr. Speck inquired if there was anyone present to represent Church Rd.... and you all were on the negative side of things, correct.

Ms. Hilberg stated what I'm concerned with and evidently the county is also the flooding and elevations. The elevations are low. Through the middle of North Merritt Island, through the middle of your property is a ditch. That's where the water goes, from the south to the north there and it's difficult for properties on each side of that because if you block that off people to the south are going to flood and there's no where else for it to go. It's nice to have something that's not developed and hardened and you're not going to put cement and asphalt roads in. It's staying green.

Mr. Cook stated just as a point of information when we look at these applications, in this case Mr. Dick is a good upstanding person and he's done a lot of good things for the community for us. I always look at what's the worse thing that could happen. Not if he's a good guy or a bad guy. We're not supposed to do that. I think because this is a conditional use permit, it's not a commercial heliport, he's only going to be doing it twice a month, he's been doing it for some time, I don't see anything about noise or circling or traffic. I think the fly in issue is very important, but I think it's ancillary to this application. So, I'm going to recommend approval.

Motion by Jim Carbonneau, seconded by John Speck to recommend approval of the request. The motion passed unanimously.

Other Business

Ms. Hilberg brought up the subject of the vacancy on the board and there is a volunteer, Tammy Gaboo. She was the treasurer of the Merritt Island HOA for years. She was an Environmental Engineer with the Corps of Engineers. She's an engineer now at Patrick and she's volunteered to be on the board. We vote on whether to recommend her for the position and then we let the Commission know, then the commission votes on it.

Motion to recommend approval. The motion passed unanimously.

Mr. Cook wanted to make an announcement. As the North Merritt Island HOA president, we have commissioned a park bench for Jack Ratterman's memorial to be put on the trail, Pioneer Trail, that he championed. It's getting engrave right now, on the back it says in memory of Jack Ratterman, North Merritt Island Advocate, Friend, etc. we'll do a little ceremony, and I'll let you know if you'd like to attend.

The meeting adjourned at 7:00 p.m.