

BRIEFS



SINGLETON JOINS HNTB IN KC

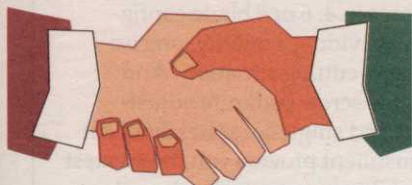
KANSAS CITY, Mo. — HNTB Corp. has appointed E. Crichton Singleton, FAIA, as vice president and director of architecture in the firm's office here. Singleton's distinguished career includes numerous architecture and urban design projects that have received national recognition. Singleton can be reached at 816-472-1201 or by email at ksingleton@hntb.com

SEDONA GC RETAINS AZUL VERDE

SEDONA, Ariz. — Azul Verde Design Group, Inc., a Cave Creek-based landscape architecture company, has been hired by SunCor Development Co. to design the exterior landscape around the soon-to-be-completed Sedona Golf Resort clubhouse. Plans call for a 16-foot multi-tiered natural waterfall feature and a unique boulder and red rock formation to highlight the practice greens and clubhouse area. In addition, a number of devegetated pinyon junipers and singleleaf pine trees will be added to accent the smaller vegetation surrounding the practice facilities.

AURORA TAPS KAVANAUGH FOR MUNI

AURORA, Colo. — The city of Aurora Golf Division has hired Ken Kavanaugh to design The Homestead at Murphy Creek Golf Course, planned to open in 1999. The site will include a mixed-income, single-family golf course community. The \$7 million project is expected to break ground in late 1997 or early 1998 and will be the latest addition to the expanding Aurora Golf Division. The homestead and farm concept will be evident throughout the golf course design.



HAZARD, ENVIRONMENTAL TEAM UP

SAN DIEGO — Improvements here at Encinitas Ranch Golf Course are being handled by R.E. Hazard Contracting Co. and Environmental Golf, Inc. The two firms are acting as construction manager and general contractor, respectively. Construction began in September at the \$11 million project on 150 acres, which include the 18-hole Encinitas Ranch GC, a bridge and a temporary clubhouse. Completion is scheduled for this summer.

GOLF COURSE NEWS

Airport-area courses ready for take-off?

By J. BARRY MOTHES

"Cheap land near airport. Water, sewage and electricity already in place. Located near transportation center. Possible neighbors include office or industrial parks. Round-the-clock security available."

Sound like a good fit for golf course development? In a growing number of locations across the country — from Mississippi to Los Angeles to Minneapolis-St. Paul — it is.

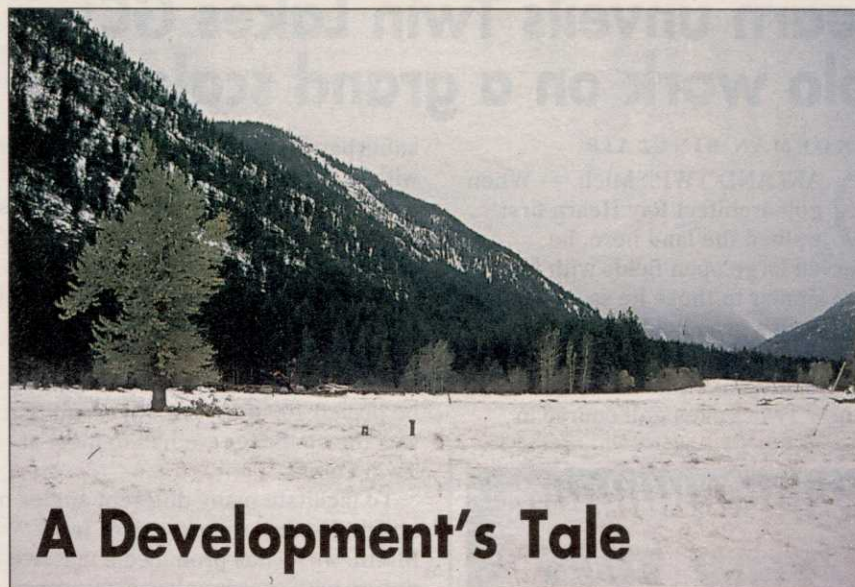
Within the last year, an increasing number of public golf course projects have been proposed for sites at or very near airports. Some, like the under-construction Airline Golf Club at the Hattiesburg-Laurel Airport in Mississippi, are close to becoming reality.

The 18-hole Airline Golf Club is scheduled to open for play by September. The daily-fee golf course will cover 141 acres and sit near an 800-acre business park run by the airport authority.

"We think we've got a very good match with the golf course at our airport," said David Senne, executive director of the Hattiesburg-Laurel Regional Airport Authority, which is leasing the land for 25 years to the developer, Deerfield Golf. The golf course was designed by Rich Fulkerson, who is also part of the development, design and management team.

"We have excellent transportation access," Senne said, "with the airport and an

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Bob Spiwak photo

A Development's Tale

Some fairways have already been cut at the Bob Cupp-designed Arrowleaf course.

Happy ending for 25-year-old Wash. state proposal?

By BOB SPIWAK

M AZAMA, Wash. — Okanogan County here is getting its first planned 18-hole golf course. This is a major event, considering this county is larger than Connecticut and Rhode Island in area. Even more significantly, this project, designed by architect Bob Cupp, has taken more than a quarter century for construction to begin. And, although fairways have been cleared in the forest, the new Arrowleaf development is not yet out of the woods.

To understand the conflict — which has, at times, pitted neighbor against neighbor — a closer look at the resort site is necessary.

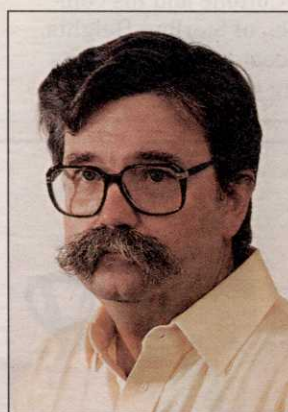
Until last year, the hamlet of Mazama comprised a store/gas-station and an inn. Located at the county's northwest corner, the town is surrounded by national forest, a wilderness area and the North Cascades National Park. State Highway 20, which bisects the resort, is closed by snow from November to April. The area contains the nation's second-largest groomed cross-country ski area. At the upper end of the 70-mile-long Methow Valley, the pristine setting has attracted new residents from throughout the country.

In 1970, when The Aspen Corp. conceived a destination downhill ski re-

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Robinson sees ray of hope for tepid old world market

He may be an American native and a Princeton University graduate, but Cabell B. Robinson has lived in Spain for 26 years and conducts business from his office in Mijas. Robinson spent 1967-86 with Robert Trent Jones Sr. He was sent to Europe in 1970 to open an RTJ office. Robinson enjoyed it so much, he stayed, and opened his own design practice in 1986. His solo projects include Stockley Park in England, Golf du Club Med in France, Golf Club Castelcontrubia in Italy, Golf de la Palmeria in Morocco, and the Red Course at La Cala G&CC in Spain.



Cabell Robinson

GCN EUROPEAN REPORT



Destination: Morocco? It's not far off

By PETER BLAIS

MARRAKECH, Morocco — With plans for more than 30 to 40 new courses ready for play by the 21st century, this small north African country clearly seeks recognition as a leading worldwide golf destination, according to Kamil El Kholti, chairman of the Communication and Development Committee of the Royal Moroccan Golf Federation (RMGF).

"King Hassan II has given his blessing to developing golf in Morocco and has put Mr. Driss Basri in charge of putting the plan into operation," Kholti said. "There are three parts to the plan.

"First, we want to develop more Moroccan golfers. There are 6,000 licensed golfers now and each club has golf schools to develop more.

"Second, we want to develop new courses, especially in conjunction with real estate and hotels.

"Third, we want to create strong events to enhance Morocco's image. We already have events like the Hassan II Trophy

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Q & A

Golf Course News: Looking at it historically, how strong is the European golf development market today?

Cabell Robinson: Today, and over the past year, is basically the nadir, with the possible exception of 1973-76 when we had gasoline rationing and the Arab-Israeli war. Golf development here was on the uprise for quite awhile and then, about three years ago, it went into a nose dive. I think there were a number of factors. Germany started pumping US\$75 to US\$100 billion a

year into East Germany, which makes sense but took a lot of money out of other markets they might otherwise invest in. Other countries — like Spain and Portugal — went into the Common Market. In some sense that was great for the infrastructure of the countries, but Portugal is the only country right now in Western Europe where there is a modicum of decent golf course development.

In the last couple of years, there have been projects going on, but all the "big names" have pretty well pulled out of Europe the last few years because there was a real slowdown... London is a good example. The big names — Rees [Jones], [Jack] Nicklaus and Bobby [Robert Trent Jones Jr.] — did some

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Airport projects

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interstate highway right next to the airport. Our golf course is looking at a national market and the golf course makes for an upscale business park. It's a synergistic thing. The golf course has generated more interest in the business park because of its presence."

Airport authority officials in Minneapolis-St. Paul are exploring the idea of developing public, daily-fee 18-hole golf courses at two satellite airports in the city's seven-airport system. One course is proposed for the Onoka County-Blaine Airport on the north side of the metropolitan area. The second possible site is the Flying Cloud Airport on the west side of the metro area.

Gary Schmidt, manager of reliever airports for the Minneapolis-St. Paul Metropolitan Airports Commission, said the golf courses are still in the planning stages, but he thinks they are an excellent complement to airports.

"The golf courses would provide a buffer between the airport and the surrounding communities," said Schmidt. "And it puts a desirable resource in the community that is also an alternative revenue source [for the airport authority]."

Golf course proposals are pending at or near airports in Bend, Ore.; Raleigh, N.C.; Sacramento, Calif. and Los Angeles, where airport officials are considering a public, daily-fee 27-hole facility as part of a revised master-plan project for the international airport.

Some of the proposals and projects are driven by airport authorities looking to draw more and varied businesses onto what are often large tracts of open land surrounding the airports.

Others are led by developers like Mike Rubish and his World Golf in Raleigh, N.C. Rubish plans to develop an 18-hole executive-length golf course on 80 acres near the Raleigh-Durham International Airport. He calls the project a prototype for affordable, family fun. Rubish said his facility would target business travelers awaiting airport connections. He said he would run shuttle buses from the airport to his golf facility and install airline arrival and departure monitors in the golf clubhouse.

Golf courses at airports do present a different set of considerations than other golf course projects. The siting of the course has to be done with the location and direction of the airport runways in mind. There's also the tricky matter of the kinds of things golf courses attract besides golfers and surlyn-covered projectiles — like birds.

For the Airline Golf Club at Hattiesburg-Laurel Airport, developer Deerfield Golf and de-

signer Rich Fulkerson agreed to a five-acre limit on water hazards and irrigation ponds. The reason for the limit is to try to minimize the amount of birds that will flock to the golf course and cause potential problems with overhead plane traffic. Fulkerson and Deerfield Golf also agreed to not build a lighted driving range because the lights could interfere with air traffic.

One proposal for a golf course

near Sacramento (Calif.) International Airport did receive criticism from the Federal Aviation Administration (FAA). An FAA representative testified at a hearing that the golf course would attract too many birds and make it dangerous for air traffic. The proposal, however, was approved by county supervisors and is moving forward.

An FAA spokesperson based in New York said that use and

development of land at airports is usually left up to local authorities and zoning laws. She said the FAA does have regulations regarding waste-disposal sites near airports, but for now, nothing specific regarding golf courses.

Most every potential golf course site creates its own set of stipulations and concessions. Many of the designers and developers involved with the current batch of proposals for golf courses

at or near airports said there are lucrative incentives that could make airports a rich possibility for future course development.

"With our project we've got water and sewer all ready for our clubhouse," said Fulkerson. "They already have their own security who will keep an eye on the golf course. There's three-phase electricity just 75 to 100 yards from the pump house. These are big advantages."



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