

April Yang Design Studio Limited
AYD 建築設計公司



AYD建築設計公司
Add:17th Floor, Shing Lee Commercial Building,
NO.6-12 Wing Kut Street, Central, Hong Kong

AYDesign

Contents 目錄

INTRODUCTION

公司簡介

COMMERCIAL & HOSPITALITY PROJECT

商業及居住專案

TRANSPORTATION PROJECT

交通建築業績

OTHER PROJECTS PARTICIPATED BY LEAD ARCHITECT APRIL YANG

公司主建築師 April Yang 在其職業生涯中參與設計的專案

Company Brief Introduction



AYDesign is an elite group of worldwide architects and planners, focusing on public transportation, cultural and commercial projects all over the world.

Our commitment is to create uniquely functional and sculptural architecture. We work to create interiors, buildings and environments which respond to the multiculturalism of the modern world. As a firm we first think of design as a synthesis of artistic expressions and problem solving processes.



April Yang, company lead architect, led the team to win many international awards and secure the contracts of large scale projects all over the world. In 2015, AYD teaming with UnStudio, BAF won the second place of Taoyuan International Airport T3 Competition; in 2011, AYD in collaboration with Hassell, Airbiz, CNADRI created the concept design in the Harbin Taiping Airport Competition and won "the Best New Global Design 2011" of the Chicago Athenaeum. The previous main projects led by April Yang include: the second place of Beijing Capital Airport International Competition; Shanghai Pudong Airport T2 concept design; Guangzhou New Baiyun Airport T1, Concourse 3 and T2 design, Shenzhen Bao'an Airport T3 Planning and concept Design Development, Zhangzhou Fliport Yuanshan Five-star Hotel design.



公司簡介



April Yang Design Studio Limited，一個由世界各國建築師所組成的菁英團隊，專注於世界各地之公共交通建築、文化及商業類建築，本著不拘一格的設計理念和創意精神，將文化與藝術融合於建築中，讓建築物充分發揮其功能外亦有其獨特性，成為當地建築之代表也反映出當今世界多元文化的精髓。



公司於世界各地都有代表性作品，主持建築師楊之瑾建築師帶領的團隊也多次獲得國際獎項和贏得著名工程設計合同，2011年與 Hassell, Airbiz 及中國東北設計院共同合作項目哈爾濱太平國際機場建築設計方案榮獲 " 芝加哥 Athenaeum 全球新建築設計獎 "，此獎項被譽為世界最有聲望的新建築、景觀、室內設計和城市規劃的環球獎，其他如：廣州新白雲機場二期，三期設計，深圳寶安國際機場 T3 航廈建築方案設計深化案，上海浦東國際機場 T2 全球競圖第一名，北京首都機場 T3 全球競圖第二名等等；近年設計團隊在台灣也陸續贏得了多個航空專案，2015 年 AYDesign 與 UnStudio, BAF 組成團隊，在桃園國際機場 T3 航廈全球競圖中獲得第二名；公司設計師們將一直以創新的思維、專業的技術，結合社會、環境，為提供舒適、方便且能與文化結合的高品質建築而努力。



Lead Architect April Yang AIA

One of 12 Top Female Executives of WELD in 2007



With over 32 years experience, Ms Yang is well-versed in all aspects of the architectural design process, experienced in the schematic design phase through design completion. Her products merge culture arts into architecture design making them unique from the others. Her outstanding design talent made her awarded the 12 top Female Executives of WELD in 2007.



Ms Yang is concentrating on the public projects all over the world, and actively participated in cultural, commercial and Interior design projects. Ms. Yang was involved in the early development of Asian practice while working at NBBJ, the second largest US architectural design firm. She was recruited by URS to run the multi million dollars airport projects as a lead design architect. While working at URS She lead the design team to complete the architectural design of the New Baiyun International Airport Terminal I as a sub-contractor for Parsons. The airport asked Ms. Yang to continue Phase II of Concourse 3 expansion and Phase III of T2 Design.




Ms Yang won many awards in her professional experience. As a NBBJ project designer, the project of China Shipping Company Building won Best Building Award of Beijing; when she worked in URS as lead architect, she led the team work on Baiyun International Airport T1 and won Chicago Athenaeum, Honor Award. In 2008, she was invited as one of the juries for Shenzhen bao'an Airport T3 façade design international competition. Later, in collaboration with Hassell, the competition concept of Harbin Taiping Airport won the Best New Global Design 2011 of Chicago Athenaeum.

Ms Yang is leading her design team to create comfortable, human-oriented and high quality building for the society with her creative and professional design.

Lead Architect

April Yang AIA

Expertise	Architectural Design & Planning, Landscape Design, Interior Design
Experience	
2012 - Present	22 International Consultants Ltd
2007 - Present	April Yang Design Studio Limited
2003 - 2007	Yang Molen Design International, LLC
1996 - 2003	URS US, Lead architect
1992 - 1996	NBBJ US, Project Designer
Registration/Certification	AIA, Ohio, US, A 96 11546
Education	M.A. /Architecture/ The Ohio State University, US Computer Aided Architectural Design certificate, OSU, US B.S. /Architecture/ National Cheng-Kung University, ROC
Teaching	
2014 - Present	Associate Professor, Department of Architecture, National Taiwan University of Science and Technology, ROC
1990-1992	Research Assistant, OSU architects office, US
1986-1990	Teaching assistant, Department of Architecture, National Cheng Kung University, ROC
Awards/Presentation	
2016	Kaohsiung Architects Association <Human-oriented Airport Terminal Design>
2013	Taichung Int'l Terminal won "The Excellent Awards of 2013 Public construction Golden Quality Award, and "2013 EEWH Green Building Label Golden Grade" (in collaboration with Qianxin Co. and Hsu Po-Yuan Architect)
2011	The Best New Global Design 2011 of Chicago Athenaeum (in collaboration with Hassell)
2010	Presentation <The Development and Trend for Mid-size Airports of China> in Passenger Terminal Expo at Brussels with Client
2008	One of the juries for Shenzhen bao'an Airport T3 façade design international competition
2008	The 12 top female executives of 2007 WELD (Women for Economics & Leadership Development)
2000	URS lead architect, American Architecture Awards - Chicago Athenaeum, Honor Award, Baiyun International Airport, Guangzhou, China
1998	NBBJ Project Designer, Best Building Award of Beijing city, China Shipping Company Building, Beijing, China

主持建築師

楊之瑾建築師

2007 年美國頂尖十二名商界成功女性領袖 (WELD) 之一



楊之瑾建築師，擁有 32 年的建築設計經驗，熟悉從規劃、設計到施工的各個環節，並擅長將文化與藝術融合於建築中，設計出獨具風格之建築，讓建築物充分發揮其功能外亦成為當地建築之代表；因其出色的建築設計成就，榮膺 "2007 年度美國頂尖十二名商界成功女性領袖" 之一。

楊之瑾建築師長期致力於世界各國之公共工程，並積極參與文化及商業類建築和室內設計等工程，曾在美國第二大設計公司 NBBJ 負責開拓亞洲建築市場，後經 URS 建築師事務所之邀請，擔任機場項目主設計師，並於 1999 年擔任中國廣州新白雲國際機場第一航廈設計之主持建築師，且廣州白雲國際機場繼續邀請並委託楊之瑾建築師進行廣州新白雲機場第二期及第三期之擴建工程。

楊之瑾建築師作品獲獎繁多，1993 年任職 NBBJ 時設計的北京中國海洋船運公司辦公樓榮獲 1998 年度北京最優秀建築獎，1999 年擔任 URS 主建築師時設計的中國廣州新白雲國際機場第一航廈榮獲 2000 年度 Chicago Athenaeum 美國建築獎，並於 2008 年應邀為中國深圳寶安國際機場 3 號航廈建築外立面全球徵集方案中方案設計評審委員之一，2010 年與 Hassell 合作 "中國哈爾濱太平國際機場況建設計方案" 榮獲 2011 年 Chicago Athenaeum 全球新建築獎，2015 年與 UnStudio，九典合作參加桃園國際機場 T3 全球競圖榮獲第二名。

楊之瑾建築師帶領其服務團隊將一直以創新的思維、專業的技術，結合社會、環境，為提供舒適、方便且能與文化結合的高品質建築而努力。



主持建築師

楊之瑾建築師

專業經驗

建築設計，規劃，景觀設計，室內設計

專業經歷

2012 - 迄今
2007 - 迄今
2003 - 2007
1996 - 2003
1992 - 1996

驚蟄國際顧問有限公司公司法人，主持建築師。
April Yang Design Studio Limited 公司法人，主持建築師
Yang Molen Design International, LLC 公司法人，主持建築師
URS US 項目建築師
NBBJ US 項目設計師

註冊專業資格

美國註冊建築師，俄亥俄州，美國，A 96 11546

學術經歷

美國俄亥俄州立大學建築碩士
美國俄亥俄州立大學電腦輔助建築設計研究專員
國立成功大學建築學學士

教學經歷

2014 - 迄今
1990-1992
1986-1990

臺灣科技大學建築系 兼任教授級專家
Ohio State University 數位設計研究室講師
國立成功大學建築系助教

獎項 / 演講

2016
2013

2011
2010

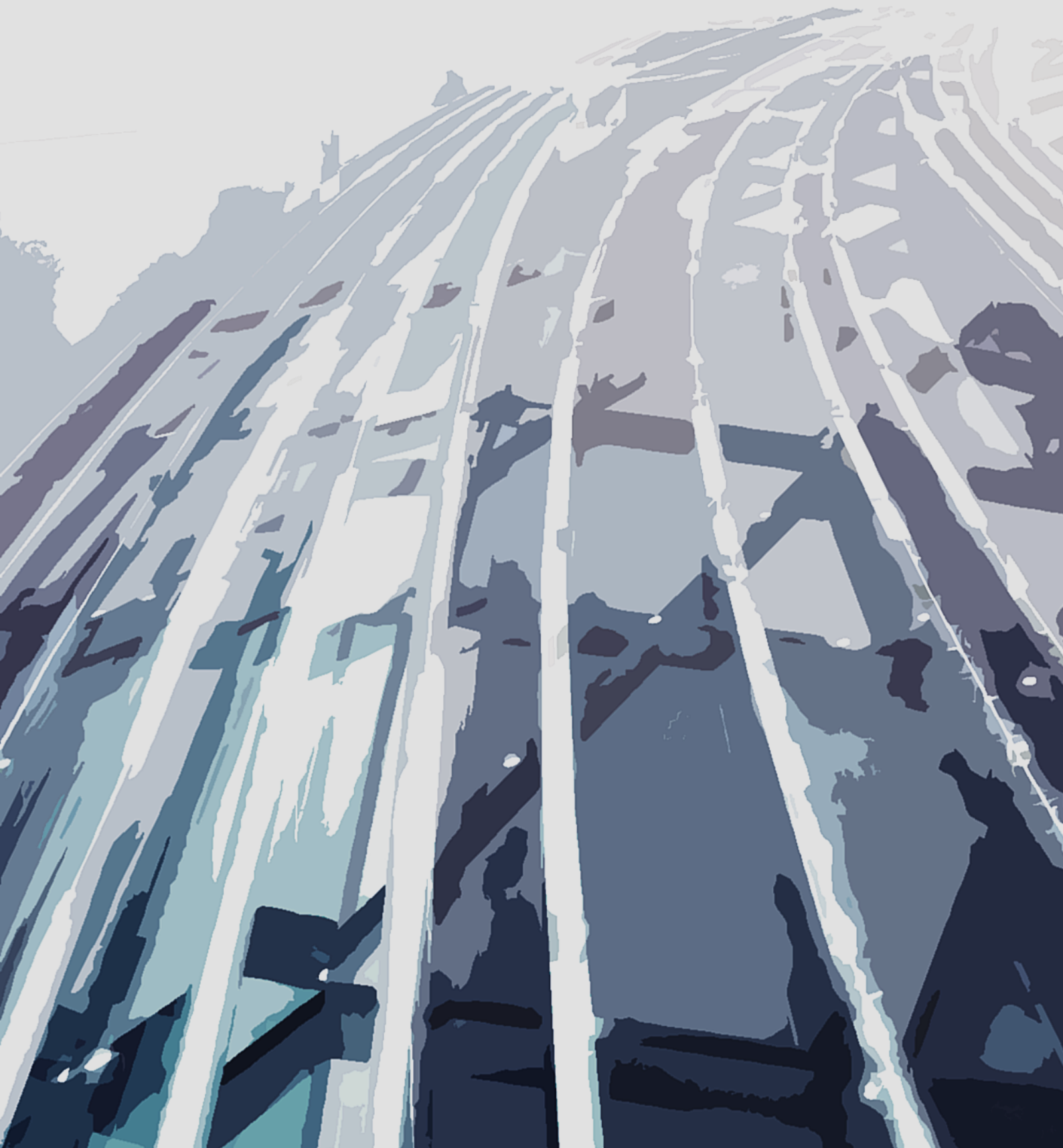
2008
2008

2000
1998

高雄市建築師公會「人性化的航站設計」
與謙信公司，許伯元建築師事務所合作之台灣中部國際機場國際航廈獲得台灣 2013 內政部公共工程品質金質獎佳作及 2013 EEWB 綠建築標章黃金級獎項。
與 Hassell 合作中國哈爾濱太平國際機場擴建設計方案榮獲 2011 度 Chicago Athenaeum 全球新建築獎。
Passenger Terminal 建築設計論壇與業主共同主講「中國中小型機場的建設與發展」。
深圳寶安國際機場第三航廈外立面全球徵集方案評審委員之一
2007 年度美國頂尖十二名商界成功女性領袖 (WELD) 之一。
URS 項目建築師，主持廣州新白雲國際機場第一航廈設計，榮獲 2000 年度 Chicago Athenaeum 美國建築師優秀獎。
NBBJ 項目設計師 中國遠洋船運公司辦公樓設計 方案榮獲 1998 年度北京市優秀建築獎。

Transportation Projects

交通建築業績



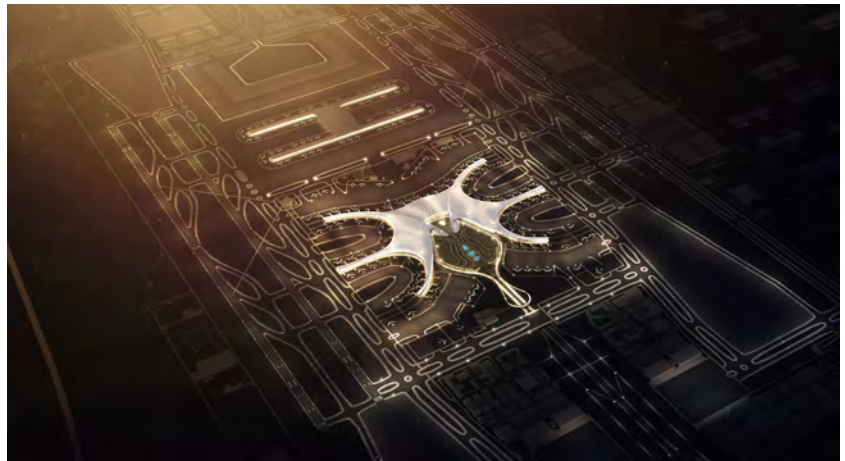
越南胡志明市 Long Thanh 國際機場全球競圖

Long Thanh International Airport at Ho Chi Minh City International Design Competition

越南胡志明市 Ho Chi Minh city, Vietnam

競圖時間 | 2016
面積 | 400,000m²
旅客容量 | 2500 萬 / 年
造價 | US\$890,000,000

Competition | 2016
Area | 400,000m²
Passenger Volume | 25MAP
Cost | US\$890 million



位於胡志明市的 Long Thanh 新國際機場因應越南政府倡議之 "越南全球化國門城市" 計畫，將被設計建設成為世界一流水準的機場服務設施以及東南亞的國際進出的主要樞紐機場。設計團隊共同創造出一個綠色，高效的智慧航廈設計方案為來往旅客提供令人難忘的愉快旅程記憶。



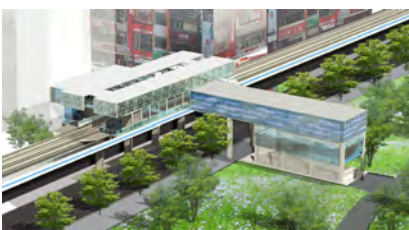
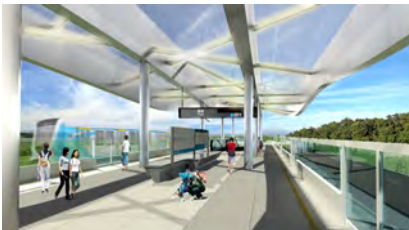
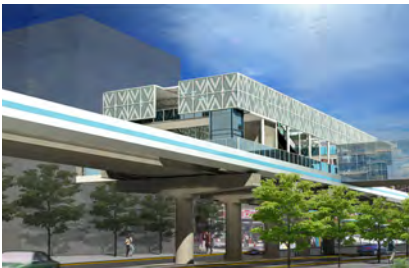
Long Thanh Airport at Ho Chi Minh City, promoted as "Vietnam's Global Gateway City" by the Vietnamese Government, will be a world-class facility that will be designed, constructed and operated to serve as an International gateway and hub for Southeast Asia. The Terminal will be a green and smart building with efficient layout to provide the unique experience for the passengers.

三鶯線捷運系統計畫統包工程 (LB04、LB05 站體建築設計)

Lightrail San Ying Line Stations Architecture Concept Design

台灣 Taiwan

設計時間	2016
面積	50,000m ²
旅客容量	118,000 人次 / 日
站台數量	LB04, LB05
造價	NT\$ 897 億 (總計)
Design	2016
Area	50,000m ²
Passenger Volume	118,000per/day
Stations	LB04, LB05
Cost	NT\$ 89.7billion



捷運三鶯線整體路網線總長度約為 14.29 公里，共設置 12 座高架車站，1 座機廠。AYD 負責 LB04 站、LB05 站的站體設計，LB04 標準站以碧水蕩漾的站體造型，採用水磨石的特殊質感及豐富層次的色彩營造水浪造型，錯落有致地佈置綠色植栽。LB05 標準站延續三峽段水之構想，採用玻璃牆面加上細長的開口營造出河流波浪層層疊疊的韻律。

The total length of Metro San Ying Line is 14.29 kilometers, including 12 elevated stations, 1 maintenance plant. AYD team designed the Station LB04 and LB05. LB04 station reflects the waves of the sea by using terrazzo with special quality and different color layer. The green plants locate finely in order. LB05 Station extends the image of river, through the glass facade and long opening, creating the rhythm of river waves.

桃園國際機場園區第三航站區委託設計及監造技術服務競圖

Taoyuan International Airport Terminal 3 Area Design and Construction Supervision Technical Service Competition

台灣桃園 Taiwan Taoyuan

競圖時間	2015 年
面積	380,000 m ²
造價	新台幣 488 億元
旅客容量	4,500 萬人次 / 年
獎項	全球競圖第二名

Competition	2015
Area	380,000 m ²
Cost	NT\$ 48.8 billion
Passenger Volume	45MAP
Prize	the Second Place



桃園機場 T3 是臺灣的國家門戶，AYDesign 與 UnStudio, 九典聯手組成設計團隊參加全球競圖。設計方案將新航廈的正立面設計面向訪客，強調了迎賓的國家門戶意象。中軸線一直從航廈正面的交通樞紐中心延續至 T3，MFB 至 T2、T1，將桃園國際機場的幾個航廈有機靈動地連接在一起。道路，空側配置高效而且節約成本，並預留了未來發展的靈活性。競圖方案經歷了兩輪全球優秀設計師匯集的競圖，最終以微弱的差距屈居第二名，但贏得眾多民眾的喜愛。

Terminal 3 of Taoyuan International Airport is the Gate of Taiwan to welcome the visitors all over the world. AYD collaborated with UnStudio, BAF created a new terminal by turning the front facade to welcome the visitors. The axis of new terminal extends and connects MFB, T2 and T1. Airside and roadway layout provides efficient and cost-saving solution for the client. The concept won the second place of competition.

中部國際機場既有航廈整體改善工程委託設計及監造技術服務案

Mid International Airport Existing Terminal Renovation Planning and Design

台灣台中 Taiwan Taichung

設計時間 | 2015- 迄今
面積 | 35,000 m²
造價 | 新台幣 6.16 億
旅客容量 | 300 萬人次 / 年

Design | 2015-present
Area | 35,000 m²
Cost | NT\$ 616 million
Passenger Volume | 3MAP



臺灣中部國際機場國際航廈啟用後，國際及兩岸旅客運量迅速增加，日漸趨於飽和，而既有國內航廈外觀與國際航廈不能匹配，空間利用效率低下。AYD 為國內航廈整建進行先期評估後，再繼續為既有航廈整建工程提供建築設計服務，延續國際航廈的設計發想，重新打造既有航廈的外觀和室內，為航空站未來擴容提供可行性。

After the new international terminal put into operation, the existing domestic terminal cannot well match the new one. As the design architect of international terminal, AYD studies the renovation solution for the domestic terminal to connect the international perfectly. At the same time, the concept creates a complete image for Taichung International Airport.

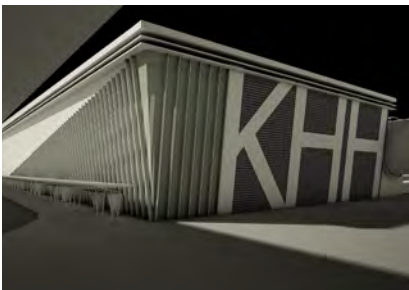
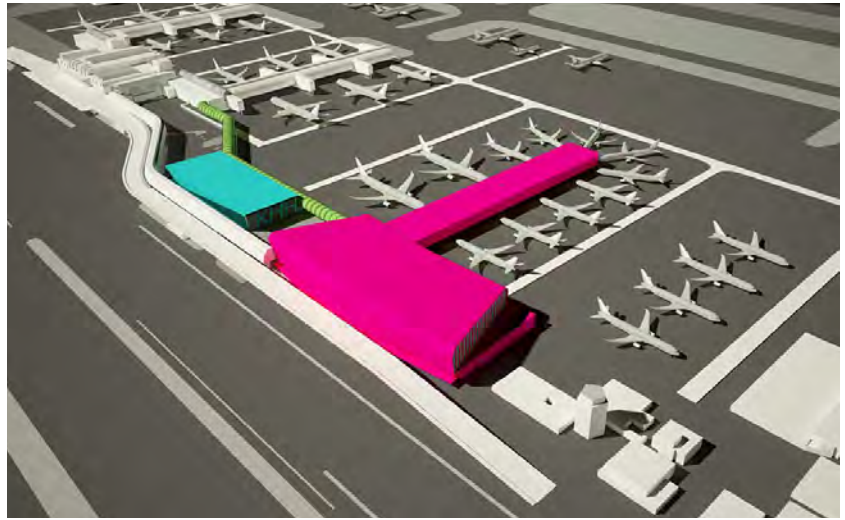
高雄機場國內線航廈新建登機廊廳結合國際線航廈擴建計劃工程先期規劃構想

Kaohsiung International Airport Domestic Terminal Renovation & Expansion Planning Evaluation

台灣高雄 Taiwan Kaohsiung

設計時間 | 2014
完成時間 | 規劃延後
面積 | 16,000 m²
造價 | 新台幣 10 億

Design | 2014
Completion | Plan postponed
Area | 16,000 m²
Cost | NT\$ 1billion



高雄國際機場國內航廈建築構造與相關設施老舊，且無空橋設施，外觀及服務水準均欠佳，亟待改善；國際線航廈亦面臨著數年內容量即將飽和之狀況；為提升高雄機場國內線航廈服務水準，提供更新穎舒適之航廈空間及與國際線航廈間相互支援，本計畫為高雄機場國內線航廈新建登機廊廳結合國際線航廈擴建計劃工程提出先期規劃作業。

Kaohsiung Airport domestic terminal existing conditions needs to be improved in many aspects, such as out-of-date façade, inefficient space utilization, and lack of boarding bridge. Meanwhile, Int'l terminal is facing the requirement for expansion in the next few years. In order to enhance the service level, the project mainly provides flexible planning concepts for domestic terminal renovation and Int'l terminal expansion according to the change of policy and economy.

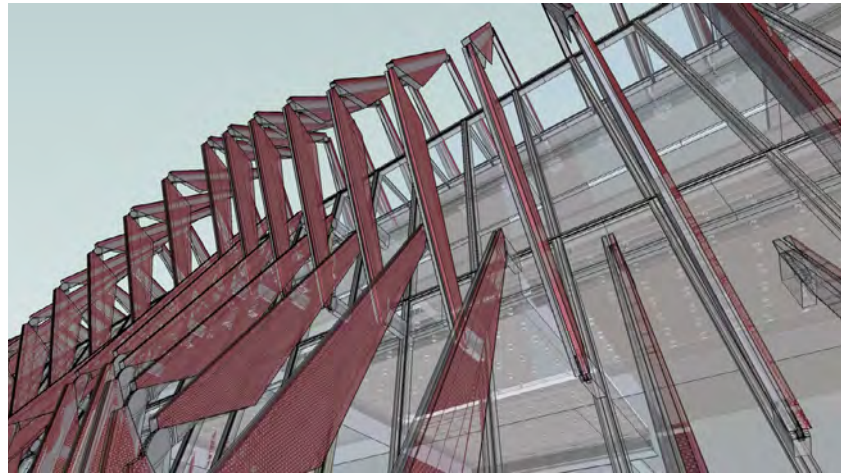
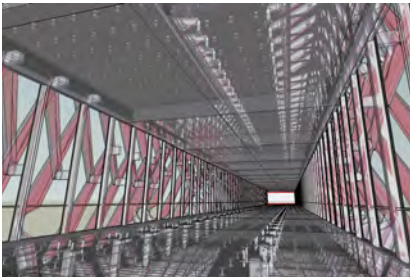
桃園國際機場第一、二航廈南北長廊外觀整修工程委託規劃設計案

Taoyuan International Airport T1 & T2 Connecting Concourse Facade Renovation Planning and Design

台灣桃園 Taiwan Taoyuan

設計時間 | 2013
完成時間 | 規劃延後
造價 | 新台幣 3.8 億

Design | 2013
Completion | Planning postponed
Cost | NT\$ 380million



第一、二航廈登機長廊單側長度約一千三百餘公尺，不論航廈由空側入境或陸側出境均為視覺焦點。運用台灣特有的山脈綿延意象，高低起伏之美，配合景觀、燈光，使第一航廈 A、B 長廊及第二航廈南長廊之外觀改善成有一致性的造型，使南北長廊充滿了生機與趣味，除整體美觀外，並可提升結構穩定，將降低日後維修成本並提高服務品質與國際形象，還可靈活配合未來的第三航廈使形成一個完整的建築語彙。

The connecting concourse of T1 and T2 with the length of 1300m is the view point either from landside or from airside. New facade design looks as the mountains rolling away, well matched with T1, T2 vividly. Except for improving the overall facade, it enhances the structure system as well. It not only lowers the cost but also improve the service level and international airport image, which will connect to Terminal 3 in the future.

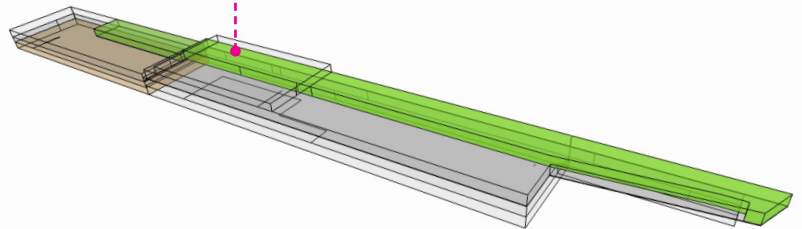
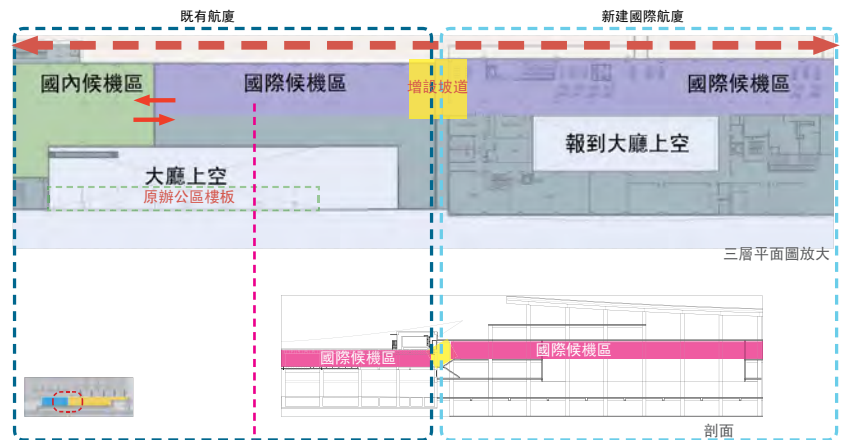
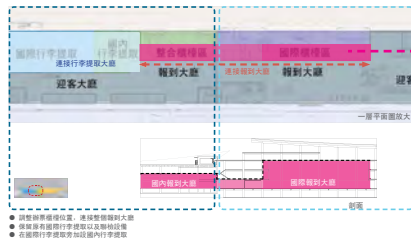
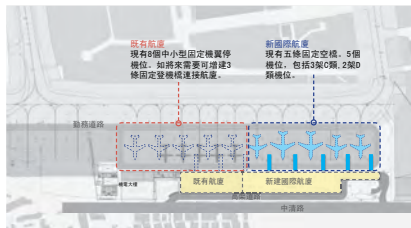
中部國際機場既有航廈之先期規劃評估服務案

Mid International Airport Existing Terminal Renovation Planning and Evaluation

台灣台中 Taiwan Taichung

設計時間	2012
完成時間	2014
面積	35,000 m ²
造價	新台幣 7 億
旅客容量	305 萬人次 / 年

Design	2012
Completion	2014
Area	35,000 m ²
Cost	NT\$700million
Passenger Volume	3.05MAP



國際航線自既有航廈遷出後，既有航廈之內部空間及外觀須檢討做更有效利用，增加商業空間，提高服務品質，並與新航廈匹配，且新國際航廈完工啟用後，兩岸及國際線旅客快速成長，面臨容量飽和壓力；規劃案中讓兩航廈空間可靈活使用，以國內 / 國際旅客運量的變化來調整服務空間的使用，滿足各種情況不同的需求。

When International Terminal completes the construction and puts into operation, the Existing Terminal needs to be renovated to match the façade of new international Terminal. Since the passage volume grows rapidly so that International Terminal is facing the demand of growth. The planning focuses on providing the most flexible space for the Int'l / Domestic passenger, which will be easily adjusted according to the demand of passengers.

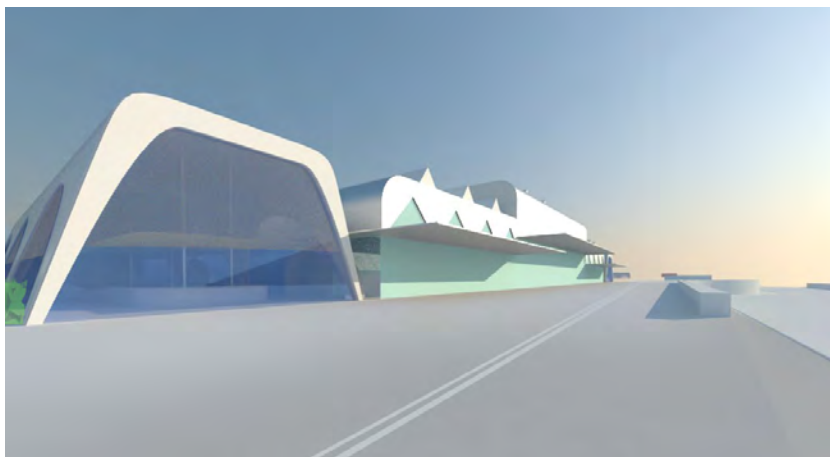
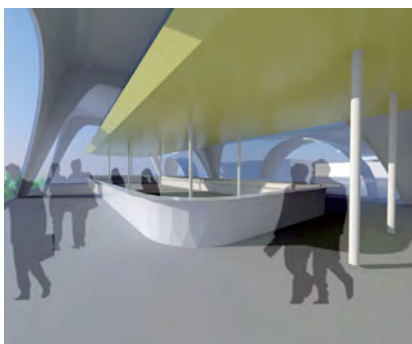
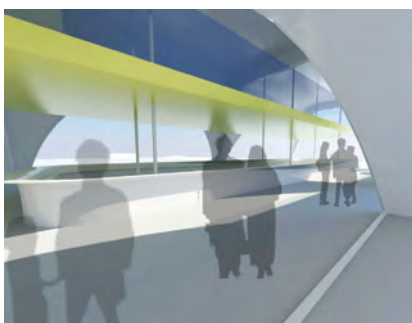
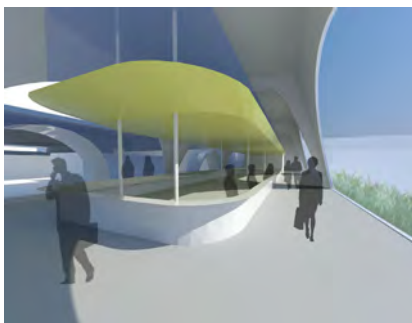
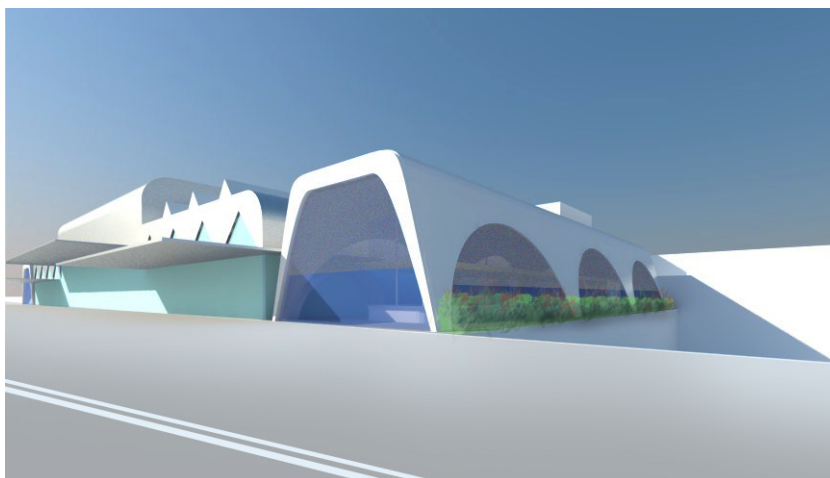
高雄國際航空站國際線航廈出境大廳擴建工程委託規劃設計案

Kaohsiung International Airport Int'l Terminal Departure Hall Expansion Planning & Design

台灣高雄 Taiwan Kaohsiung

設計時間 | 2013
完成時間 | 延遲
面積 | 1,600 m²
造價 | 新台幣 4,371 萬

Design | 2013
Completion | postponed
Area | 1,600 m²
Cost | NT\$43.71million



出境大廳原有兩側商業服務空間過少，不符運量成長需求，本案利用航廈陸側兩端的花台增建兩座獨立附屬空間，通過調整航廈內的服務設施和旅客動線，有效的結合航廈與商業空間，可增加旅客等候及服務空間約 1,600 m²，提供機場旅客更多餐飲及購物需求，大幅提升了服務水準並增加航空站之非航空收入。

Due to limited commercial area within Int'l Departure Hall, it cannot satisfy the demand of passengers' growth. The design plans to build two separate additional buildings at the both side of Departure Hall. It's well connected with the hall by reorganizing the facilities and passenger's flow. It plans to expand up to 1600M2 for the new shops and restaurants in order to attract the passengers. Meanwhile, it will greatly improve the service level and increase the income for Kaohsiung Airport.



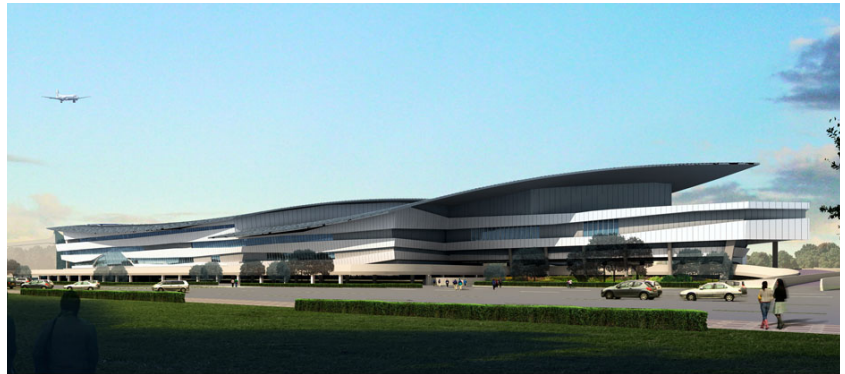
中部國際機場新建國際航廈建築設計案

Mid International Airport International Terminal Architecture Design

台灣台中 Taiwan Taichung

設計時間	2010 年
完成時間	2013 年
面積	35,000 m ²
造價	新台幣 15 億
旅客容量	305 萬人次 / 年

Design	2010
Completion	2013
Area	35,000 m ²
Cost	NT\$1.5billion
Passenger Volume	3.05MAP



隨著臺灣與大陸經濟來往增多，航空需求迅速發展，台中既有航廈已不能滿足需求。2010 年 AYD 以台灣地平線與飛行的關係及綠建築之概念，與謙信企業合作獲得 "中部國際機場新建國際航廈建築設計案"。設計出符合機場意象、空間特性、以及順應自然環境的建築。並獲得台灣 2013 內政部公共工程品質金質獎佳作及 2013 EEWB 綠建築標章黃金級。

With economic exchange growing rapidly between Taiwan and Mainland, the demand of aviation soars up too. New terminal is required for the demand. In 2010 , AYDesign worked with Qianxin Co. won the International Project by the concept "Flying Over Horizon " and "the Green Building". The design well elaborates the image of airport, space allocation and human-oriented environment design. Finally the project won "The Excellent Awards of 2013 Public construction Golden Quality Award, and "2013 EEWB Green Building Label Golden Grade" .

泉州晉江機場新建國際航廈擴建及舊航廈改造工程建築設計案

Quanzhou Jinjiang Airport International Terminal Expansion and Existing Terminal Renovation

中國福建 Fujian, China

設計時間 | 2009 年
完成時間 | 2013 年
面積 | 50,000 m²
造價 | 人民幣 2.5 億
旅客容量 | 350 萬人次 / 年

Design | 2009
Completion | 2013
Area | 50,000 m²
Cost | RMB250million
Passenger Volume | 3.5MAP



泉州晉江機場位於歷史文化名城和僑鄉泉州市內。泉州建築最具閩南特色，同時融匯了多種宗教和外域文化。新航廈的設計當中，設計團隊通過採用現代的藝術手法來詮釋出當地建築的特色，如“出磚入石”。空側候機廳的外牆採用磚石牆面不規則的特色，在規律中不失單調。原有航廈的改造中，設計團隊本著節約的原則，儘量沿用原有設施，因地制宜地進行改造，並保證在改造期間不影響正常的運作，而且非常著重新舊航廈的連接和協調。在整體規劃中，團隊創造了清晰的中軸線的概念，使旅客很方便找到目標方向。

Quanzhou Jinjiang Airport locates in Quanzhou, the historical city in Fujian Province. Buildings in Quanzhou are the most representatives of architectural style of South of Fujian, combining the characteristics of different religions and culture. When designing the new terminal, the design team presents local architecture feature through modern and artistic method. For example, the use of brick wall in corridor of new terminal is such unique and creative.

The design principles of existing terminal renovation includes: to utilize the existing facilities as much as possible; to reduce the impact when renovating; and to connect the new terminal and existing terminal harmony.

The ALP we creates a very clear central axis, thus the passenger can easily find their way to the destination.

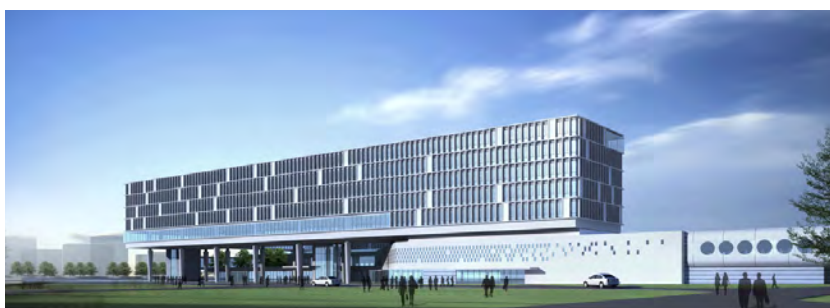
廈門高崎國際機場旅客配套服務業務樓及配套设施規劃方案設計

Xiamen Gaoqi International Airport Low Cost Terminal Planning and Design

中國福建廈門 Xiamen, Fujian, China

設計時間 | 2008 年
面積 | 50,000 m²
造價 | 人民幣 3 億
旅客容量 | 500 萬人次 / 年

Design | 2008
Area | 50,000 m²
Cost | RMB300million
Passenger Volume | 5MAP



本專案一、二層近期為國內低成本航空公司和停靠遠機位的小型客機提供進出港服務，並考慮遠期增加為國際低成本航空公司提供進出港服務的改造可能，滿足年旅客輸送量 500 萬人次的業務需求。擬建的業務樓位於 T3 左側，在設計中，于新舊航廈結合處引入一夾角為 135 度的軸線，與 T3 無縫連接。在這座新建築裡，包含了航廈，辦公，商業，機組人員過夜用房等各類性質的功能用房，體現了現代航廈發展的特點：高容量，多功能，一體化。

Co-operated project with CCDI (Shenzhen). The first and second floor of the project will be used to provide aviation service for domestic low cost Airlines and small-scaled jets in short-term planning. While in long-term planning, it's considering that the terminal will be renovated to increase service for international low cost Airlines and satisfy the passenger demand of 5MAP. The building will locate the left side of T3. The joint between low cost terminal and T3 is connected perfectly by the axis with the angle of 135 degree. The new building accommodate the functions of terminal, office, commercial and hotel, which fully reflects the characteristics of modern terminal development, such as high capacity, multi-functional, and incorporated.

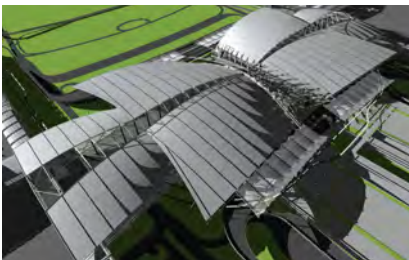
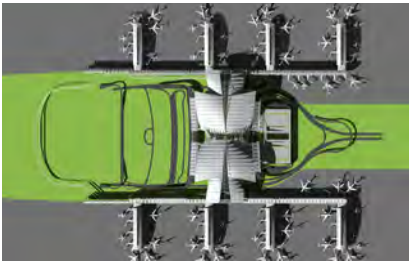
廣州新白雲國際機場 2 號航廈方案設計

Terminal 2 Guangzhou Baiyun International Airport Concept Design

中國廣州 Guangzhou, China

設計時間 | 2006 年
完成時間 | 2008 年
面積 | 619,500 m²
旅客容量 | 4,500 萬人次 / 年

Design | 2006
Completion | 2008
Area | 619,500 m²
Passenger Volume | 45MAP



這是廣州白雲國際機場總體規劃的第三階段，包括一個新的航廈和六個新的指廊。二號航廈的設計風格，與一號航廈類似，但又不完全相同。出港和道港的功能都集中于主樓，是與一號航廈不同的地方。指廊 C 型至 F 型的飛機都可以停泊並上下旅客。由於空側機坪的限制，楊女士及其公司合夥人發展出三節登機橋設計，其他設計參數儘量與第一階段建設一致。楊女士及其公司合夥人同時為該專案進行了室內設計以及結構概念設計。

It's the third phase of Guangzhou International Airport Project, which includes a new terminal and six new concourses. The functions of departure and arrival centralized in main building. From C type to F type aircraft all can park directly at concourse. Due to the limitation of apron, a three ramp bridge, which was specially designed for small apron space, was carefully created to fit in the building envelope. April Yang with her design team also provided the interior design and structural concept design for the project.

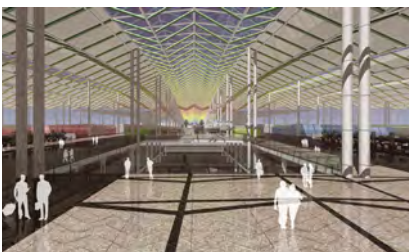
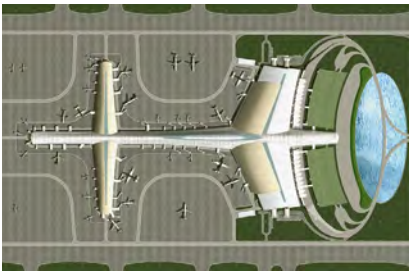
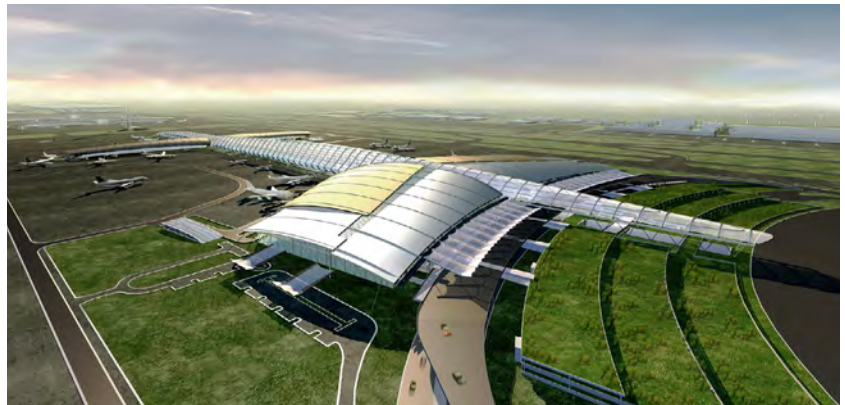
深圳寶安國際機場 T3 航廈規劃建築方案設計深化案

Shenzhen Bao-an International Airport Terminal 3 Concept Design Development

中國深圳 Shenzhen, China

設計時間	2005 年
營運時間	2013 年
面積	450,000 m ²
造價	人民幣 20 億
旅客容量	6,000 萬人次 / 年
獎項	全球競圖第一名

Design	2005
Completion	2013
Area	450,000 m ²
Cost	RMB 2 billion
Passenger Volume	60MAP
Prize	First Place of Int'l Competition



該設計是深圳國際機場新航廈總體規劃和建築設計國際招標競賽的參賽作品。該專案包括整體的機場物流區規劃，商業酒店區規劃，福永碼頭與香港的連接，與地鐵和城際快線的銜接，兩個路側航廈，兩個衛星指廊，和一個捷運系統。航廈首期建築面積 451,000 平方米，擁有 104 個登機口。在總體規劃上，方案將分成 3 期建設，于 2035 年完工。新的國內航班航廈將有直達交通工具往返香港國際機場，同時新航廈內將有新的地鐵站。T3 航站樓已于 2013 年底投入營運使用，其规划设计得到社会的认可。

Ms. Yang is the project manager and project designer in this 2005 International Design Competition of Shenzhen Airport. The project includes a landside terminal, two midfield Terminals and APM system. The project is 451,000 square meters in the first phase and will be completed in 3 phases. The new domestic terminal will have direct ferry link with the Hong Kong Airport as well as a new subway station within the new terminal. Terminal 3 has been put into operation in the end of 2013. It is well recognized by its planning design.

廣州新白雲國際機場二期工程 - 3 號指廊建築設計服務案

Baiyun International Airport Expansion Phase II - Concourse 3 Architecture Design

中國廣州 Guangzhou, China

設計時間 | 2004 年
營運時間 | 2008 年
面積 | 120,000 m²
造價 | 人民幣 10 億

Design | 2004
Completion | 2008
Area | 120,000 m²
Cost | RMB1 billion



這是廣州白雲國際機場總體規劃的第二階段，包括兩個新的指廊，2 個陸側到港大廳，車道，中轉服務，以及 VIP 離港和到港區。指廊的設計靈活可變，專案完工後 C 型至 F 型的飛機都可以停泊並上下旅客。設計儘量與第一階段建設保持聯繫，但在結構，室內裝修，人流組織等方面都有了改進。指廊已於 2008 年底投入使用，得到旅客們的一致好評。楊女士及其公司合夥人同時為該專案進行了室內設計以及結構概念設計。

This is the 2nd phase of the Guangzhou Baiyun master plan consisting of 2 new concourses, two landside arrival halls and curbside with transfer facilities and VIP departures and arrival areas.

The design of the concourses is very flexible and when the project is complete, aircraft from C to F type will be able to dock and board passengers. The design is contextual with the first phase but much of the structure, interiors, and passenger flows of phase one has been improved.

The concourse is put into operation at the end of 2008. April Yang with her partner also did the interior design and structural concept design for the project.

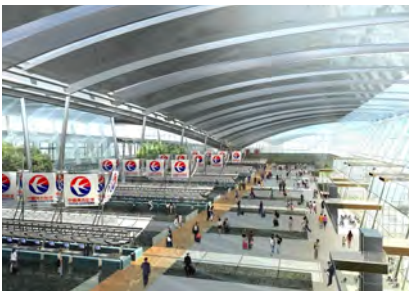
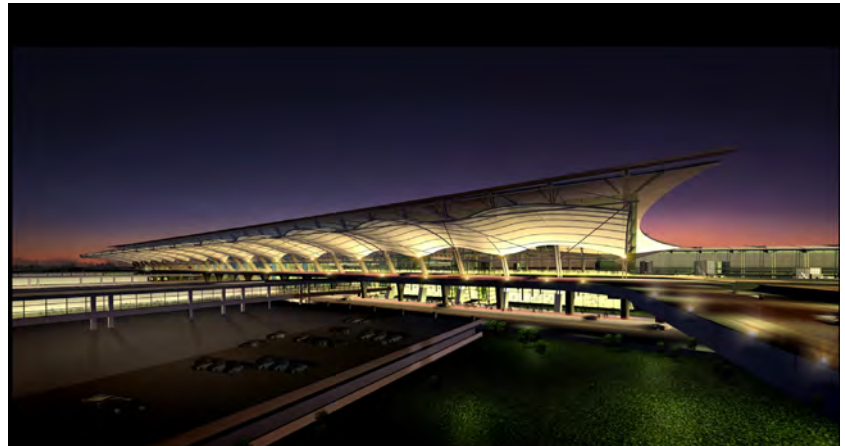
上海浦東國際機場 2 號航廈全球方案競圖

Terminal 2 Shanghai Pudong International Airport

中國上海 Shanghai, China

競圖時間 | 2004 年
面積 | 546,000 m²
旅客容量 | 6,000 萬人次 / 年
獎項 | 競圖中標方案

Competition | 2004
Area | 546,000 m²
Passenger Volume | 60 MAP
Award | Winning Concept



該設計是上海浦東國際機場 2 號航廈總體規劃和建築設計國際招標競賽的參賽作品。楊女士及其公司合夥人提供了一個合理的方案，不但使已有建築更具美感，更解決了功能上的問題。他們成功擊敗 Helmut /Jahn of Chicago, Paul Andreu of Aeroports de Paris 和 Sir Richard Rogers of England 等競爭者，贏得此次競賽。一棟四百萬平方英尺的通過一個 U 形的結構與已有建築相連。新航廈設計生動，鳥翼狀的屋頂一直延伸至票務大廳的室內。運輸中心位於 U 型結構內的中心。旅客從磁懸浮列車，公共汽車，和其他交通工具上下來後，將通過這個中心進入機場。自動人行步道與運輸中心相連接。可以到達機場內任何陸側地方而不用上下樓。該設計可使浦東機場達到迎接所有來參加 2010 世界博覽會的遊客的能力。

This concept was the result of an international design competition for master planning & the design of Terminal 2 at the Shanghai Pudong Int. Airport. We won this competition beating out noted architects Helmut/ Jahn of Chicago, PaulAndreu of Aeroports de Paris and Sir Richard Rogers of England. A 4 million sf. building will connect with the existing terminal in a U-shaped structure. The new terminal design is dramatic, with a winged roof and sails inside the ticketing hall. The transportation center is located at the center of the U shape. Passengers arriving from maglev, bus, and other vehicles will enter the complex from this central location. The Automatic People Mover platform is connected with the transportation center to take passengers to any landside location without changing levels. The design enables Shanghai Pudong Airport to handle all the passengers arriving for the 2010 world Expo.

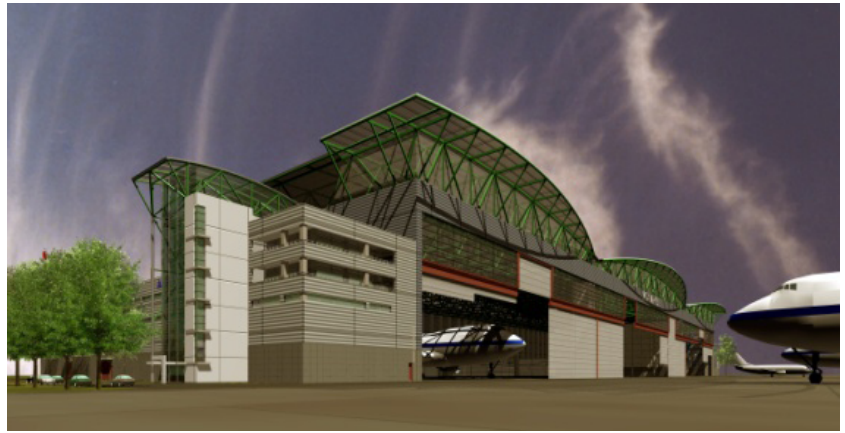
廣州新白雲國際機場南航機庫設計案

GAMECO Hangar, New Baiyun International Airport

中國廣州 Guangzhou, China

設計時間 | 2001 年
面積 | 96,000 m²
長度 | 400 m
寬度 | 133 m
可維修機型 | A380, B747

Design | 2001
Area | 96,000 m²
Length | 400 m
Width | 133 m
Aircraft Type | A380, B747



三車間飛機修理庫方案設計是與柏誠公司及美國 URS 公司的合作專案，為 Lockheed Martin 和中國南方航空公司合資公司 -- 廣州飛機維護和工程公司所設計。該方案在國際設計競賽中勝出。AYDesign 的設計方案集功能性、節能性和經濟性為一體。GAMECO 一期机库位于广州白云国际机场的维修基地，拥有目前中国跨度最大的桁架结构机库，该机库南北长 400 米，东西宽 133 米，总建筑面积 9.6 万平方米，可同时容纳四架宽体飞机（如：两架空客 A380 和两架波音 B747 飞机），或 12 架窄体飞机进行各级别维修。独立的全封闭式喷漆机库采用先进的通风及温度、湿度控制系统，可容纳一架 A380 或 B747 飞机整机喷漆。

This three bay hangar concept was the winning entry in an international design competition completed with Parsons and URS for the Guangzhou Aircraft Maintenance and Engineering Company, a joint venture between Lockheed Martin and China Southern Airlines. The design is functional, energy efficient, and economic.

GAMECO's Phase I hangar, located at Guangzhou Baiyun International Airport, is the largest truss structure hangar in China (400m long x 133m wide, and 96,000 m² areas). The main hall can accommodate 4 wide-body aircraft (e.g.: 2 Airbus A380's and 2 Boeing B747's), or 12 narrow-body aircraft for all level maintenance. The dedicated paint hangar is equipped with advanced control system of ventilation, temperature and humidity for one A380 or B747 aircraft painting.

鹽城南洋機場 T2 航廈擴建競圖

Yancheng Nanyang International Airport T2 Expansion Planning and Design Competition

中國江蘇 Jiansu, PRC

競圖時間 | 2015 年
面積 | 40,000 m²
旅客容量 | 550 萬人次 / 年

Competition | 2015
Area | 40,000 m²
Passenger Volume | 5.5 MAP



鹽城為一座以“鹽”出名的海邊歷史名城。機場航廈造型設計著重突出城市的歷史與自然文化特色，屋頂設計如層層波浪上點綴著潔白透明的鹽晶。起飛降落的飛機如同鹽城獨有的自由自在的丹頂鶴翱翔在機場。功能設計方案令新建航廈與既有航廈緊密連接，並為未來的發展計畫預留拓展的空間。

A beautiful city with famous history of "Salt" production, Yancheng deserves a modern and practical new airport with her rapid development. The designed roof looks like that salt crystals are sparkling on the top of the sea sprays. Colorful airplanes flying and landing at airport remind us of the red-crowned Crane, which is famous in Yancheng City. The new terminal is also practical for future connection and expansion.

哈爾濱太平國際機場方案競圖

Harbin Taiping International Airport Concept Design Competition

中國黑龍江 Heilongjiang, China

競圖時間	2010 年
面積	184,500 m ²
旅客容量	1,500 萬人次 / 年
獎項	2011 年芝加哥 Athenaeum 全球新 建築設計獎
Competition	2010
Area	184,500 m ²
Passenger Volume	15 MAP
Award	The Best New Global Design 2011 of Chicago Athenaeum



April Yang Design Studio 與 Hassell, Airbiz, 中國東北設計院合作項目哈爾濱太平國際機場建築設計方案獲得 2011 年度芝加哥 Athenaeum 全球新建築設計獎。

芝加哥 Athenaeum 獎于 2005 年開始頒發國際建築設計獎。這個獎項被譽為“世界最有聲望的新建築、景觀、室內設計和城市規劃環球獎”，吸引業內眾多著名公司及新興事務所參賽。

April Yang Design Studio, in collaboration with Hassell, Airbiz, China Northeast Architectural Design and Research Institute, created the concept design for Harbin Taiping International Airport, won International Architecture Awards for the Best New Global Design 2011 of Chicago Athenaeum recently.

The Chicago Athenaeum, in association with The European Centre for Architecture Art Design and Urban Studies, launched The International Architecture Awards in 2005. Described as the "world's most prestigious global awards for new architecture, landscape architecture, interiors and urban planning", the program attracts entries from many of the industry's most respected and emerging design firms.

泉州晉江機場換乘中心設計服務案

Quanzhou Jinjiang Airport Transportation Center Design Service

中國福建 Fujian, China

設計時間 | 2012 年
面積 | 1,000 m²
造價 | 人民幣 160 萬元

Design | 2012
Area | 1,000 m²
Cost | RMB 1.6 million



換乘中心由位於機場新國際航廈旁邊的現有倉庫改建而來。為了和我們所設計的國際航廈外觀相匹配，設計團隊以簡單的改建方法來進行改建。精心規劃佈置的開口和遮陽窗顯得有趣及充滿活力。旅客在等候大巴時還可以在花園中小憩。

The transportation center is renovated from an old big storeroom nearby the new international terminal of the airport. In order to match the façade of the new terminal which we designed, we created a simple renovation concept for the transportation center. With random openings and sunshade windows, it became interesting and vigorous. The passenger could relax in the small garden outside the center when they are waiting for the bus.

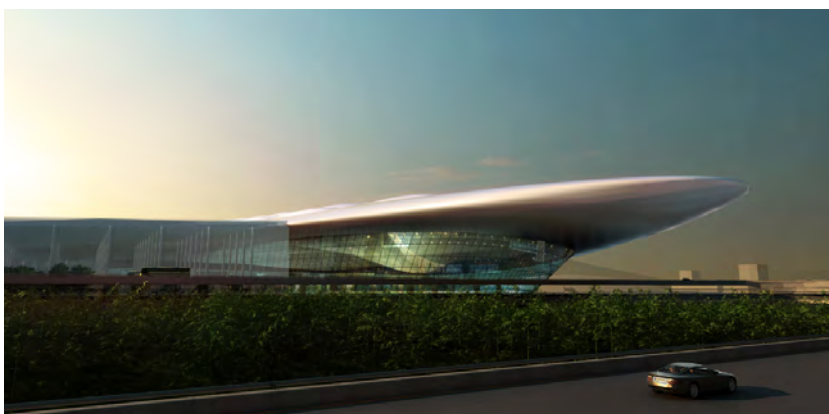
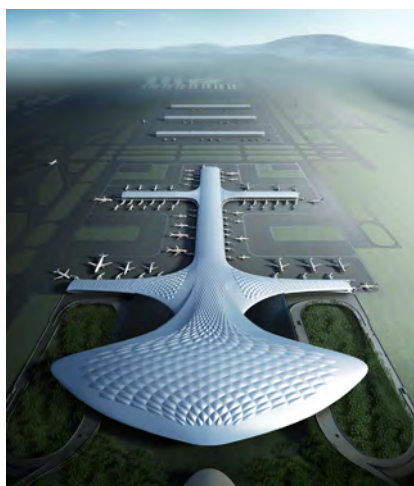
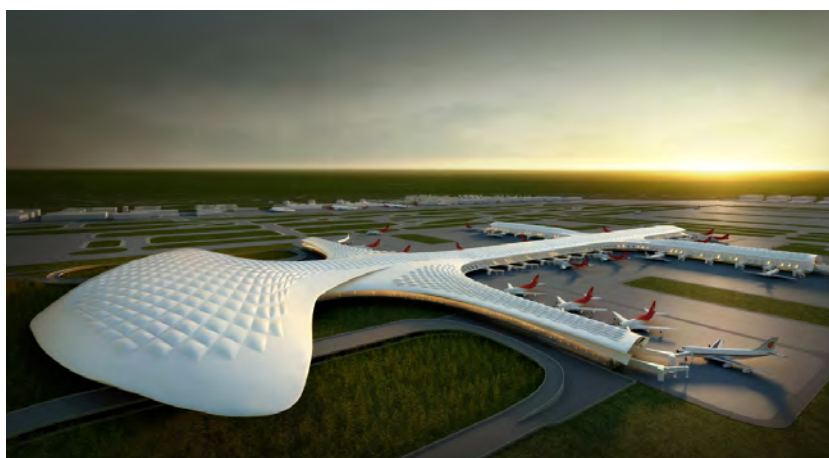
江北國際機場東航站區 T3 航廈擴建方案競圖

Chongqing Jiangbei Airport T3 Terminal

中國重慶 Chongqing, China

競圖時間 | 2009 年
面積 | 400,000 m²
旅客容量 | 4,500 萬人次 / 年

Competition | 2009
Area | 400,000 m²
Passenger Volume | 45 MAP



重慶江北國際機場 T3 航廈按照終端年旅客輸送量 5500 萬人次規劃。新航廈將成為重慶的地標，其流線型的動感設計以及從自然演變而來的生態形式將給旅客及使用者帶來新的想像力。生態流線型外表面覆蓋及連接機場的主要功能區，包括主航廈及進出港指廊。生態流線型外表充分利用重慶丘陵地貌的起伏特徵自然延伸至交通中心，利用地勢的特點，交通中心的建築體部向地下伸展，並與主航廈相互呼應以強調中軸線。江北機場新航廈的生態流線型外表將體現與大自然息息相關的生態建築的獨特魅力。

The new T3 Terminal is filled with human spirit of modern natural scenery. For the passengers from Chongqing, great streamlined roof looks like a pair of wings; stretch towards out gates of the world, also like the huge clouds floating in the mountain scenery, marks the largest city of modern China. In the building function, the airport developed from the natural elements seems like a brave forerunner. The purpose is to use the optimization design meets the function, and to use the least space design meet the highest demands.

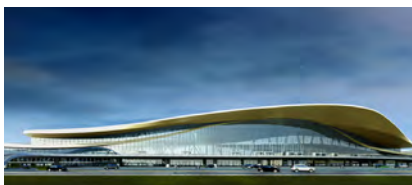
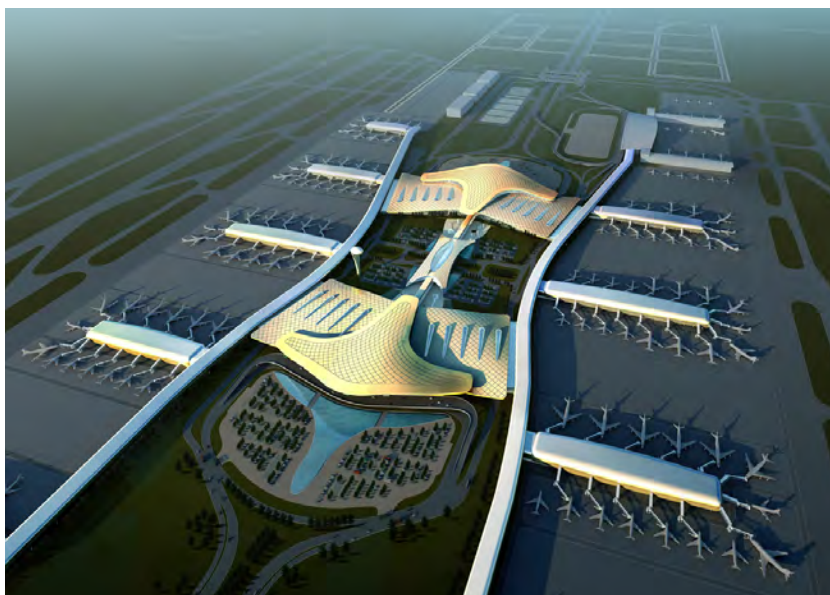
武漢天河國際機場第三航廈方案設計競圖

Wuhan Tianhe International Airport Terminal 3 Concept Design Competition

中國湖北武漢 Wuhan, Hubei, China

競圖時間 | 2009 年
面積 | 375,000 m²
旅客容量 | 4,200 萬人次 / 年

Competition | 2009
Area | 375,000 m²
Passenger Volume | 42 MAP



武漢天河機場是中國內陸中最大的樞紐機場，這次擴建工程面積達到 37.5 萬平方米，滿足終端旅客輸送量 7000 萬的需求。方案設計中近期與遠期的航廈仿佛兩只比翼雙飛的火鳳凰，在天河機場小憩。航廈的功能分區清晰簡潔，旅客流程方便快捷，而且合理地佈置商業規劃區域，最大限度地保障機場非航空業的收入。

Wuhan Tianhe Airport is the hub airport in the middle of China. Total area of the expansion project is 375,000sqm to satisfy the final demand of 70MAP. The functions of new Terminal are clear with easy passenger flow. The commercial planning layout is well-planned to improve non-aviation income for airport.

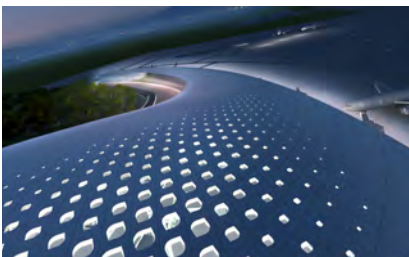
南寧吳圩國際機場新航站區擴建航站樓方案設計競圖

Nanning Wuxu Airport New Terminal Concept Design Competition

中國廣西南寧 Nanning, Guangxi, China

競圖時間 | 2009
面積 | 150,000 m²
旅客容量 | 1,540 萬人次 / 年

Competition | 2009
Area | 150,000 m²
Passenger Volume | 15.4 MAP



南寧吳圩國際機場是東盟位於中國廣西的門戶機場。在設計當中，航廈展現出熱烈歡迎各方賓客的精神。新航廈規劃目標年為2020年，將滿足1250萬的年度旅客流量的需求。設計獨具一格，旅客流程方便而簡潔，寬敞的出發及到達大廳無不給予旅客舒適的感受。整個新航廈的面積將為15萬平方米。

Nanning Wuxu Airport is the main entrance of East Union in Guangxi Province. In this design, the Terminal represents the warmest welcome to the guests. The design mainly plans to satisfy the demand of 12.5MAP in the short term target in 2020. It's a very creative design with convenient passenger flow, spacial departure and arrival hall. Total construction area covers 130,000sqm.

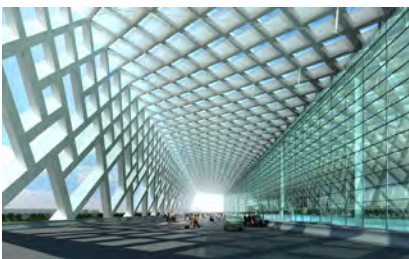
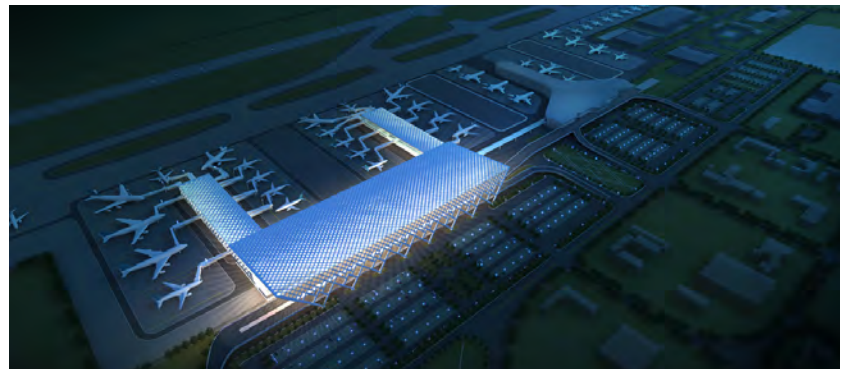
貴陽龍洞堡國際機場擴建工程方案競圖

Longdongbao International Airport International Terminal Competition

中國貴州貴陽 Guiyang, Guizhou, China

競圖時間 | 2008
面積 | 150,000 m²
旅客容量 | 1,550 萬人次 / 年
獎項 | 中標候選方案

Competition | 2008
Area | 150,000 m²
Passenger Volume | 15.5 MAP
Award | Winning concept



貴陽龍洞堡國際機場自通航十年後，目前原有的航廈已經不能滿足旅客量的需求。本期擴建規劃向北面發展，新航廈與現有航廈透過廊道相聯接。新建航廈指廊提供共 20 個近機位，加上機場原有的 8 個機位，可滿足 2020 年 1550 萬旅客輸送量。遠期 2040 年航廈總面積達到 22 萬平方米，可滿足年旅客輸送量 3500 萬人次。新航廈通過分析，比較後採用前列式辦票，流程高效，便捷，開放舒展的平面提供了最大的可視度。

The project is co-operated with CCDI (Shenzhen) . Being put into operation for ten years, Guiyang Longdongbao Int'l Airport can't satisfy the demand of passenger volume any more. Thus the expansion of this term will extend to the north, connecting new terminal and existing terminal by corridor. New terminal will satisfy the demand of 15MAP in 2020 with 20 new contact gates and existing 8 gates. The terminal of long term expansion will satisfy the requirement of 35MAP in 2040 with the area of 220,000sqm. After evaluation, front ticketing format is adopted, which makes the flow more effective, comfortable, and convenient.

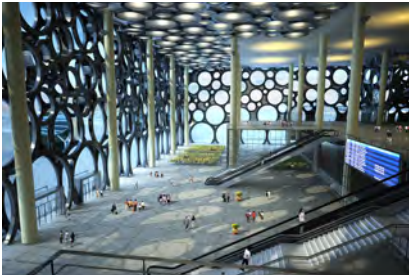
大慶讓湖路火車站搬遷改造設計方案競圖

Ranghu Railway Station Relocation Design Competition

中國大慶 Daqing, China

競圖時間 | 2008
面積 | 60,000 m²
旅客容量 | 1,816 萬人次 / 年
獎項 | 競圖方案第一名

Competition | 2008
Area | 60,000 m²
Passenger Volume | 18.16 MAP
Award | the First Place



隨著大慶市城市建設發展的方針，大慶建設規劃讓湖路站為主要客站。擬建的車站將彙集城市軌道交通，常規交通，長途汽車，計程車以及社會車輛等各種交通方式，形成各種交通方式有機銜接的現代化客運交通樞紐。在設計當中，楊女士以藝術的手法很好地詮釋了大慶油管的觀念，設計的車站雄壯，美觀。建築立面選擇雙層玻璃牆，節能之余，充滿了現代氣息。設計中還採用高架候車室的概念，使旅客的旅途更為舒適，方便。

Keeping accord with the policy of Daqing city construction and development, the design will incorporate all traffic ways into this modern transportation center, including city light rail, traditional traffic vehicles, long-distance bus, taxi and private car, etc. The concept of oil pipe has been well explained in aesthetics way. The designed station is grand and modern, also energy-saving with double glazing. The concept of elevated waiting room makes the trip of passenger more comfortable and convenient.

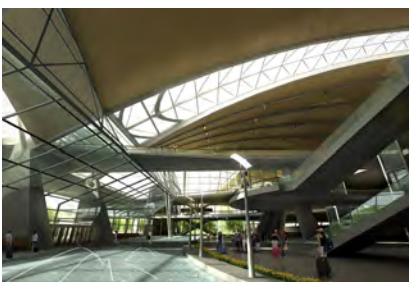
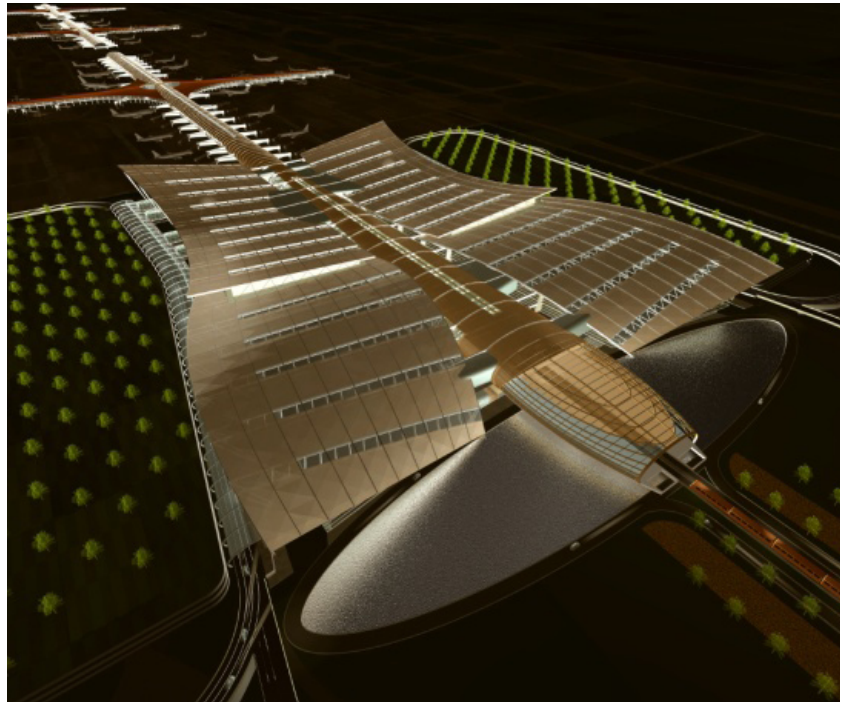
北京首都國際機場 3 號航廈競圖

Terminal 3 Beijing Capital International Airport Concept Design International Competition

中國北京 Beijing, China

競圖時間 | 2003 年
面積 | 900,000 m²
旅客容量 | 8,000 萬人次 / 年
獎項 | 全球競圖方案第二名

Competition | 2003
Area | 900,000 m²
Passenger Volume | 80 MAP
Award | The Second Place



該設計是北京首都國際機場 3 號航廈國際設計競賽的作品。AYD 的設計很好地抓住了航空精神，作品外形取自北京天空中常見的蝴蝶形風箏。離港大廳和到港大廳並列設計在同一層面，這使得到港旅客進入北京一刻能與離港旅客體驗到一樣的舒適感受。新航廈迎來送往，迎方遊客來到中國，參與 2008 奧運盛事。針對北京擁擠的交通狀況，航廈設有兩條車行道路和一座輕軌車站，旅客可乘坐北京地鐵進出機場。

This concept was the result of an international design competition for Terminal 3 at the Beijing Capitol Int. Airport. We produced a design that captures the spirit of aviation with a form reminisces of the popular local butterfly kites flown daily in Beijing.

Departure and arrival hall are situated side by side. This ensures that arriving passengers will come into Beijing have equally satisfying experience with those that depart. The new terminal celebrates arrival as well as departure and will welcome visitors coming to Beijing for the 2008 Olympic Games.

Two curbsides are placed to accommodate the heavy traffic of Beijing as well as a train station that will bring passengers to and from the airport on the Beijing Metro Rail.

Commercial & hospitality Project

商業及居住項目





Zhangzhou Fliport Yuanshan Hotel landscape Concept Design, Fujian, China

(Design contract)

中國，福建，漳州佰翔圓山五星級酒店景觀方案設計

(委託設計)

Project owner: Xiamen Fliport Hotel Group

Design by: AYDesign

Continuing the idea of hotel architecture design concept, we designed a beautiful subtropical garden for the hotel and the hot spring resort. The garden includes the hotel access and hot spring resort. It is divided into several parcels with individual features due to different functions of hot spring. Each parcel shows own specialty and attraction, providing a relaxing area for the hotel guests.

專案業主：漳州佰翔圓山酒店有限公司

專案設計負責：AYDesign

圍繞著酒店的建築設計理念，設計團隊為酒店創造了一個亞熱帶花園和溫泉渡假區。花園裡佈置著連接酒店的通道以及溫泉渡假區。其中溫泉區根據不同的功能規劃了不同的區域，每個區域都充分地表現出其獨特的魅力，為酒店賓客提供了一個休憩的花園式溫泉。



Zhangzhou Fliport Yuanshan Hotel Interior Design, Fujian, China 中國，福建，漳州佰翔圓山五星級酒店室內設計

Project owner: Xiamen Fliport Hotel Group
Design by: AYDesign in collaboration with NBBJ

AYD worked in collaboration with NBBJ for the hotel architecture design, meantime, the design team also participated in the hotel interior design competition. The interior design continues the combination between nature and city. The flower concept is also used in everywhere inside the hotel, and become part of hotel functional signage. The exterior and interior combine with each other very well and create a whole high class 5 star hotel.

專案業主：漳州佰翔圓山酒店有限公司
專案設計負責：AYDesign 與 NBBJ 合作專案

AYD 與 NBBJ 進行酒店的建築設計的同時，為了得到一個完整的設計作品，參加了酒店的室內設計競賽。室內設計的概念延續了自然與城市相結合的理念，把建築設計的優雅的花卉概念進一步延伸，並在室內的設計中細化到各個細節當中。漳州市盛產花卉，所以在設計中我們巧妙地把花卉的概念與酒店的功能設計無縫結合，成就了高雅大方的室內設計，與建築設計相互呼應。



Zhangzhou Fliport Yuanshan Hotel Schematic Design, Fujian, China
中國，福建，漳州佰翔圓山五星級酒店報批方案



**Guangzhou International Datum Safety Processing Center, Guangzhou, China
(International Concept Design Competition)**

**中國，廣州，廣州國際安全數據解決方案處理中心
(方案國際競賽)**

Project Owner: Guangzhou Bolong Datum Resource Co. Ltd
Design by: AYDesign

The project locates at the center CBD of Guangzhou Science City. It is designed to become the landmark of Science City in Guangzhou. Ms Yang focused on the connection among three major functions and took advantage of the site contour to separate the working and living areas. She used the plan and vertical circulations to dissect the diamond shapes site into four pockets, creating interesting space for relaxation and business. The fluent curving roof gives the static science park a sense of creative skyline.

**專案業主：廣州博隆資料資源有限公司
專案設計負責：AYDesign**

該專案位處廣州科學城的中心區，是科學城的 CBD 區域，其將成為科學城的標誌性建築。楊女士在平面功能上著重處理各個功能之間的關係，做到動，靜分區，使之有機地聯繫在一起，並且使豎向交通簡潔而有序。配合獨特的橄欖形的地塊，將其切割不同的功能區，營造了院落的趣味。在一期三棟高低錯落的辦公建築，二期兩棟弧形的專家樓和培訓中心，作為本區的亮點的三期兩棟辦公大樓膽地以多個曲線創造出活潑的天際線，使中國建築優美曲線的飛簷通過現代建築藝術形式演繹得淋漓盡致。



Haitai Industry, Study and Research Base, Tianjin, China

(First place in competition)

中國，天津，海泰產學研基地

(競賽第二名)

Project Owner: Tianjin Haitai Fangyuan Investment Co. Ltd

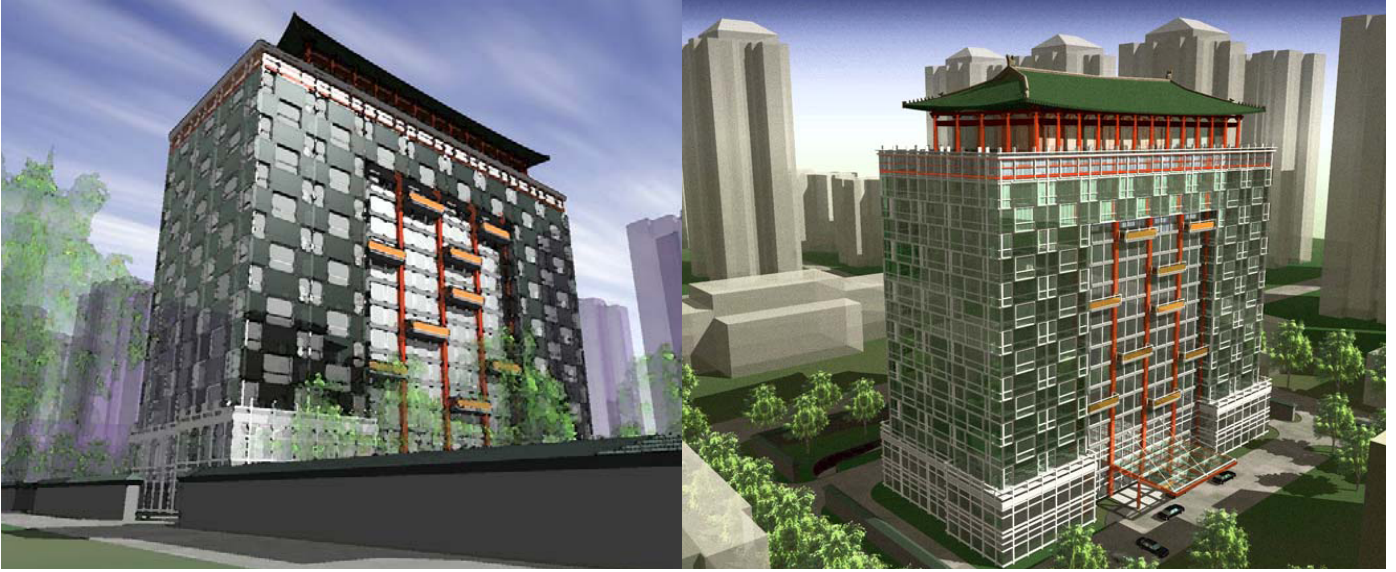
Design by: AYDesign

HaiTai high-tech research center is a science incubator focused on medicine, communication, environment protection, new material. It is sponsored by the central government. Through architectural space and planning, Ms Yang fully presented the interaction between people and architecture, technology, environment, culture. The basic of design criteria is to be environmental friendly. She uses pre-cast building to reduce building cost and utilizes natural light to illuminate indoor space to save energy. The circulation in the site allows all building connected but yet each zone has its own access. Site security is managed by smart card. On site transportation utilizes electrical cars to reduce pollution. The architectural style reflects the modern image of the science park.

项目业主：天津海泰方圓投資有限公司

專案設計負責：AYDesign

海泰產學研基地屬於醫藥，通訊，環保，新材料等高科技產業區，同時也是國家級孵化器園區。楊女士利用建築造型和規劃手段充分實現了人與建築，科技，環境，文化的高度融合與互動。整個設計以環保節能為主體，單體建築採用預注，降低成本；室內空間大量採用自然光，節約能源；園區所有建築內部連線，使用智慧卡進行人員出入管理，使用各種設施；園區內規劃了可以到達任何角落的道路供電瓶車行走，降低對環境的污染。



Sandalwood Service Apartment, Beijing, China 中國，北京，紫檀公寓

Owner: Huafu Jinbao Property Development Company

On 2006, Ms Yang was invited to be in charge of the concept design for Sandalwood Service Apartment at Beijing, which is one of the projects for the Olympic Game. Ms Yang fully utilized the Chinese factors, the strong interests in sandalwood of the Owner to create a historical but modern service apartment. It covered the area of 16,600sqm, with the total construction area of 56,328sqm. There are six floors on the ground, and 4 levels under the ground. Except for the concept design, the design team also worked on the commercial planning and reasonable layout in order for the owner owns the possibility to make maximum profit.

專案業主：北京華富金寶地產開發有限公司

2006 年楊女士應邀主持了北京紫檀公寓的方案設計，該專案也是配合 2008 年北京奧運會的其中一個專案。在該專案中，楊女士充分地利用了中國元素，並結合業主的對於紫檀木獨特的愛好，設計了一個古色古香而又充滿了現代化氣息的公寓。專案為占地面積為 15500 平方米，建築面積為 56328 平方米，地下 4 層，地上六層的建築。除了概念性建築方案設計，設計團隊還著重設計該專案的商業策劃，使之合理佈局，為投資方帶來實際的經濟效益。



Explora Space Hotel, Beijing, China
(International Concept Design Competition)
 中國，北京，太空酒店
 (方案國際競賽)

Project owner: Explore Space Museum

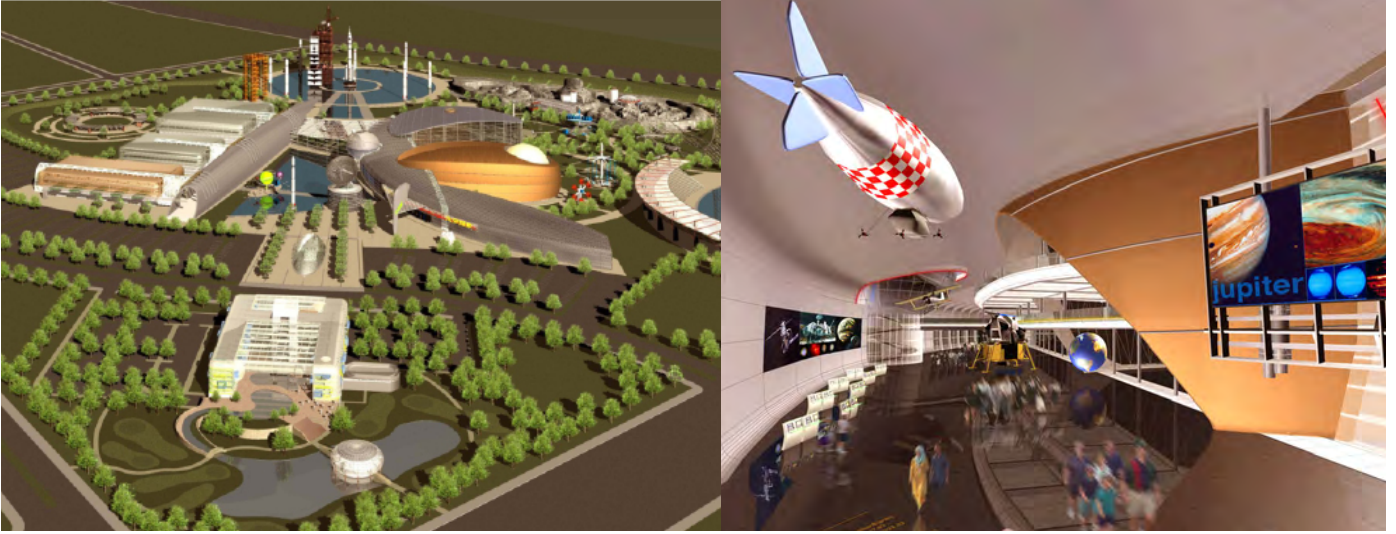
This 5 star Hotel will be on the campus of the ExploraSpace Museum. It will serve the museum and is connected to the city center by a new light rail system.

In addition to the 500 hotel rooms, the development will also have a golf club, a convention center with 18 meeting rooms, a grand ballroom, an omnimax theatre, a night club, a bar, 3 swimming pools, 4 tennis courts, a running track, and a 9-hole practice golf course, a food court, 2 high end restaurants, a shopping mall, and an 8-storey winter garden/atrium.

The swimming pool plaza at the back of the hotel has a retractable glass wall that can be opened during element weather. A waterslide links the upper pool deck with a small artificial lake with fountain which is located at ground level, one level below the swimming pool deck. Surrounding the lake is the golf practice course. The translucent skin of the building will give the facility a unique look and will become a glowing landmark at night.

專案業主：太空博物館

這個五星級的酒店將坐落在太空博物館區內，服務于博物館並通過一條新建輕軌線路與城市中心相連接。除了 500 間規模的客房外，發展專案還包括一個高爾夫俱樂部，擁有 18 間會議室的會議中心，大型豪華舞廳，立體劇院，夜總會，酒吧，3 個游泳池，4 個網球場，一條跑道，九洞高爾夫練習場，飲食廣場，兩家高級餐廳和一個購物中心，以及一個層高的冬季花園 / 中庭。酒店後面的游泳池廣場裝有一面伸縮式玻璃牆，天氣溫和時可開啟。一條水滑道連接帶有小人工湖的上層泳區和位於地面層（泳池層下一層）的噴泉。人工湖的周圍是高爾夫練習場地。該建築的半透明外表面賦予其獨特的現代感，在夜間成為耀眼的地標。



Explore Space Museum, Beijing, China
 (International Concept Design Competition)
 中國，北京，太空博物館
 (方案國際競賽)

Project owner: Explore Space Museum

This project won an international design competition. The design blends the excitement of an amusement park with the educational value of a science museum.

Visitors to Explore Space will get an intellectual education about space science as well as a visceral education into the dynamics and physics of space flight.

The complex includes an astronomy museum with a combination digital planetarium and omnimax theatre in the form of the sun. There will be 3 museum wings which cover the history of aviation, Chinese and world's aerospace technology, with a museum containing hands on exhibits and dark rides that will allow visitors to experience simulated space flight. The facility also includes a greenhouse exhibit which deals with growing food in space and other planets. Between museum pods are outdoor rides which simulate everything from a forces of lift off and landing to flight dynamics and zero gravity.

專案業主：太空博物館

該專案在一個國際設計競賽中獲勝。楊女士設計的博物館將遊樂園的活力和科學博物館的科教價值完美地結合在一起。來到太空博物館的遊客將獲得有關太空科學的知識教育以及深入到太空飛行的動力學和物理學方面的知識。這個綜合建築包括一座帶有混合數位天象儀的天文博物館和外觀形似太陽的立體劇院。三個側翼的展出內容將涵蓋航空史，中國和世界航空技術，還有一座擁有展品和提供太空黑暗之旅的展館，令遊客親身體驗太空飛行。該專案還包括一個溫室展覽，展出在太空中以及其他行星上種植的食物。在各個展館之間是室外騎乘器，可以類比飛行器發射和著陸時的重力作用，飛行動力以及零重力。



Teda Hotel, Tianjin, China

(First place in competition)

中國，天津，泰達酒店
(競賽第一名)

Owner: Tianjin Teda

Design by: YangMolen Design

Ms Yang led international design competition in China. It is a 275 bed five star hotel in Tianjin. The hotel celebrates the Tianjin's seaport heritage as the pearl in the harbor. The design evokes a nautical theme resting in a reflective pool surrounded by a golf course, clubhouse and villas. An observation tower sporting a kite sail furthers the theme and acts a landmark for the development. The building forms around a center 8 story atrium and winter garden. The building also contains a water park, a disco, three restaurants, and an omnimax theater and cinema.

專案業主：泰達鴻發

專案設計負責：YangMolen Deisgn

這是楊女士帶進 Yang Molen 設計事務所的第一個國際設計競賽。這是一家擁有 275 張床位的五星級飯店。飯店以航海為主題，保持了天津海港碼頭的特色，飯店以一個小湖為中心，周圍建有高爾夫球場、會所及別墅；帆形的觀光塔更加突出了航海的主題，同時也成為一個新的景觀；飯店被八層高的中庭及冬園環繞，並配有一個水吧、一個迪斯可舞廳、三個餐廳以及一個劇院和一個電影院。



Teda Commercial Plaza, Tianjing, China
 (International Concept Design Competition)
 中國，天津，泰達商業廣場
 (方案國際競賽)

Project owner: Tianjin Economic Development

The Teda Commercial Plaza is a five storey building in the Tianjin Special Development District. Inside the building, escalators and elevators link five stories of restaurants, clubs, bars, and some shops. At each level, there is an internal "commercial street" connecting all the shops and atrium spaces. There is also full underground level which contains parking and a supermarket. The supermarket is linked to the lower level of the central atrium which has a garden and pool to provide an inviting background and entrance to the building and the lower level supermarket. At the top of the building, there are several outdoor terraces for clubs and restaurants. During the day and night, the light open atrium entrances are very inviting. These entrances draw many visitors to the building and have ensured a strong beginning and a commercial success for the Hongfa Investment Group and building tenants. Besides the dramatic atrium interior spaces, on the exterior the building is also very dynamic. The building skin is varied with multiple forms and materials and incorporates signage. At ground level there is an inviting streetscape for pedestrians with outdoor benches, landscaping and weather overhangs.

專案業主：泰達鴻發

泰達商業廣場位於天津經濟開發區，一共有 5 層樓，60,000 平方米。該專案在 2005 年落成。由自動扶梯和電梯連接五層樓的餐廳，會所，酒吧、和其他商鋪。在每一層，設計“商業街”將商鋪和中庭有機地結合起來。整層地下室設計為停車場和超市。中庭入口的燈飾日夜不息，熱情地吸引了許多遊客進入廣場，為鴻發投資集團公司和大廈的租戶奠定了商業成功的基石。大廈的外立面各式各樣的材料和表現形式，結合各式標誌，錯落有致。在一樓還特別為遊客設計了休憩的長椅，園林和長廊等。