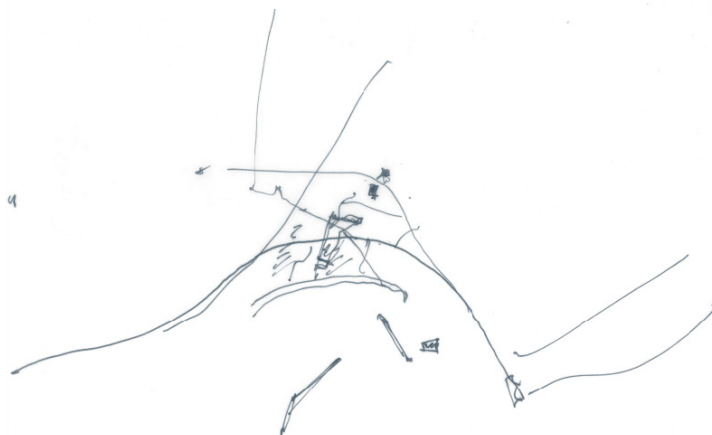
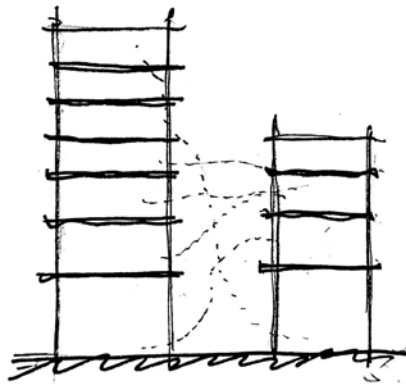


PORTFOLIO



sean jaeger 2024 architecture

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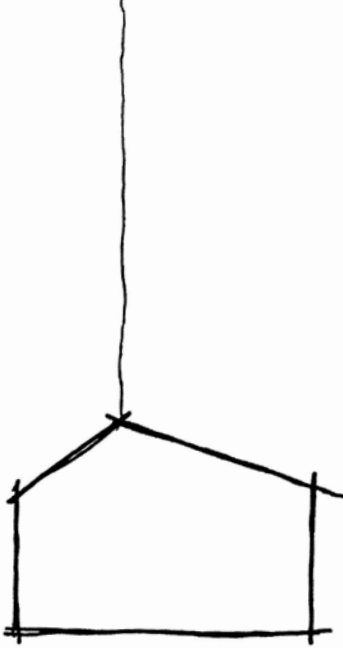
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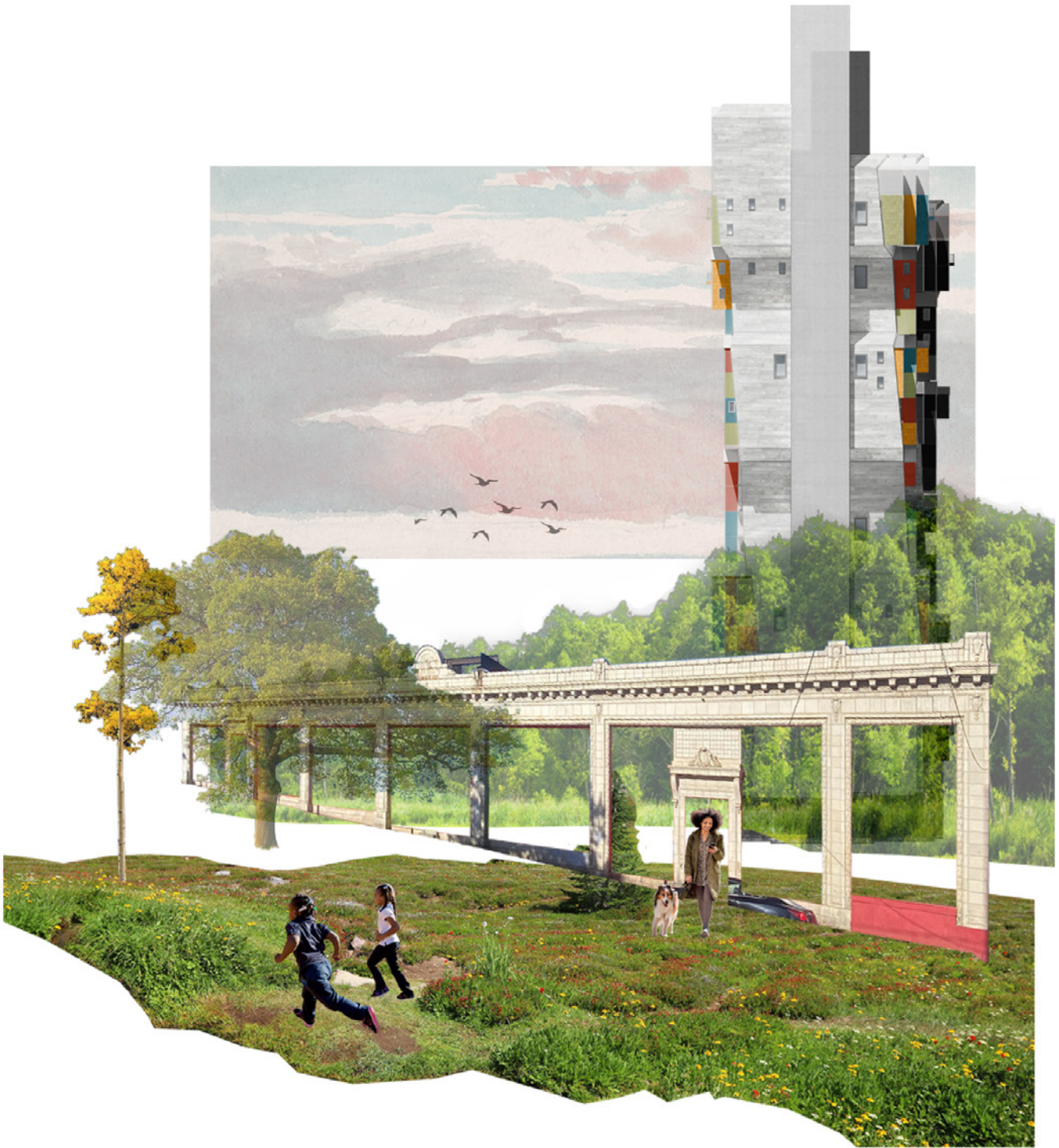
JÄGERDORF

multi-family urban housing | newark, new jersey

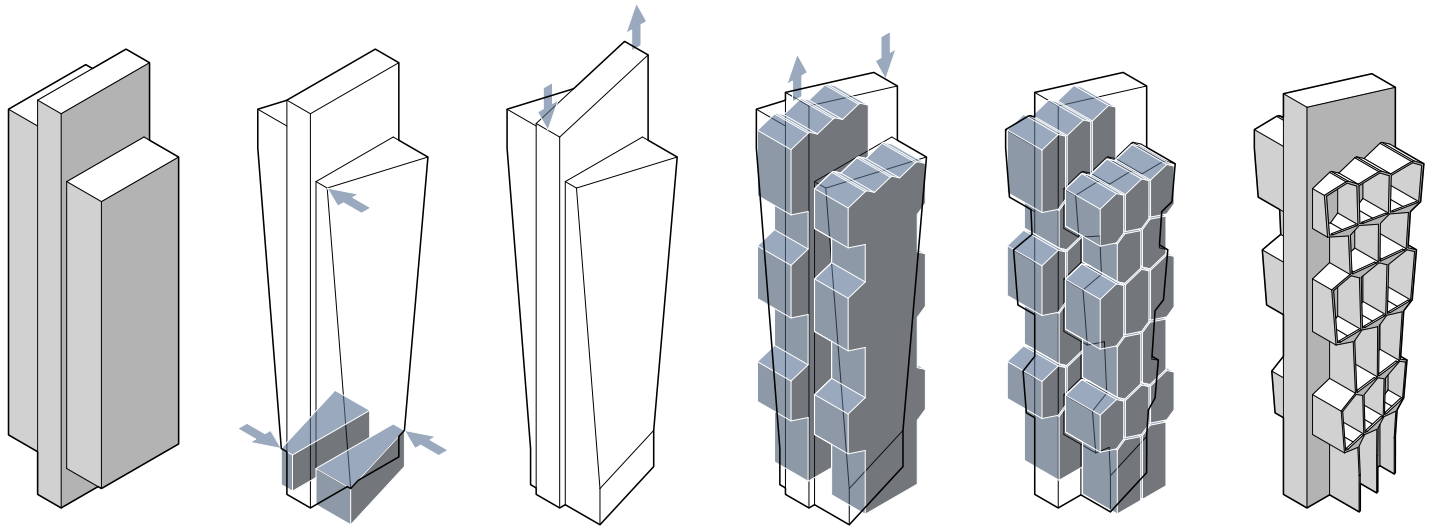
a home is a home. where people eat. where people sleep. where people entertain. where people struggle. where people grow. where people live. and we don't have enough.

jägerdorf addresses the ever pressing housing crisis by taking the typical american suburban house and stacking it, flipping it, mirroring it to create a modular residential tower with individualized units. various private hydroponic gardens provide families dedicated spaces to grow their own food. it investigates ways of reusing old buildings to create new monuments. here, the facade of the historic yellow cab building acts as a gateway into a new urban forest, connecting newark residents with nature and recreating habitat for native species of wildlife. it fosters community through grand shared spaces: large entryways, green terraces, gym rooms. these spaces encourage inhabitants to occupy the same area and help each other grow and learn.

it creates a village.



perspective



*initial
massing*

*twist +
ground*

*slope
option 01*

*slope
option 02*

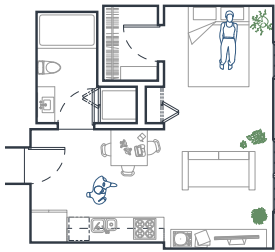
*structure
cut*

*final
structure*



structure diagram + site plan

studio
375 sf

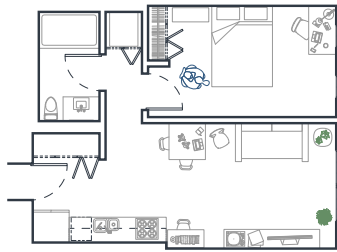


level 1



elevation

one bedroom
465 sf

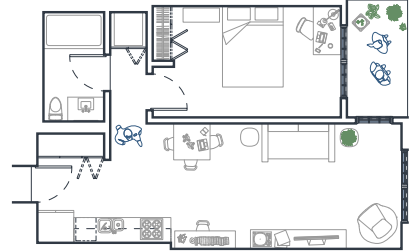


level 1



elevation

one bedroom
515 sf

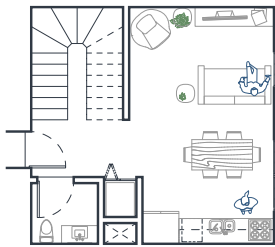


level 1

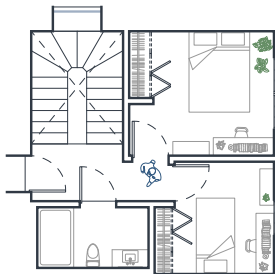


elevation

two bedroom
675 sf



level 1

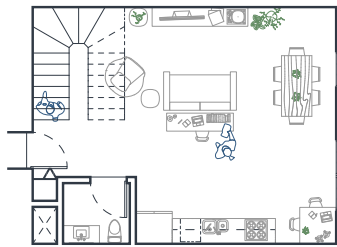


level 2

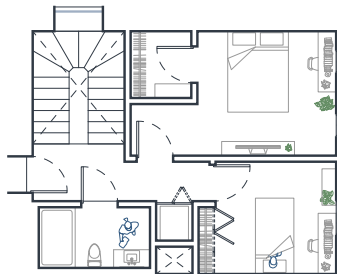


elevation

two bedroom
860 sf



level 1



level 2

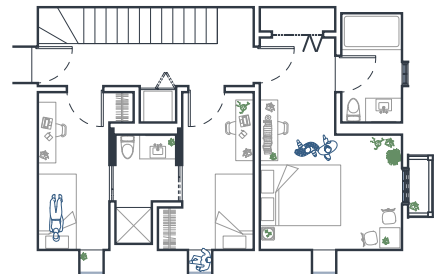


elevation

three bedroom
1100 sf



level 1

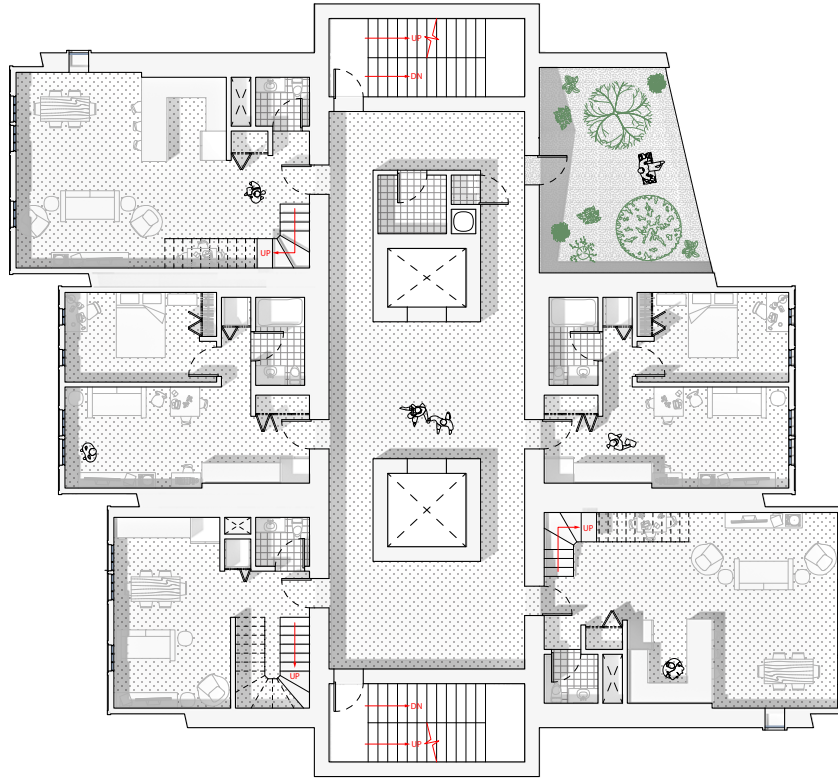


level 2

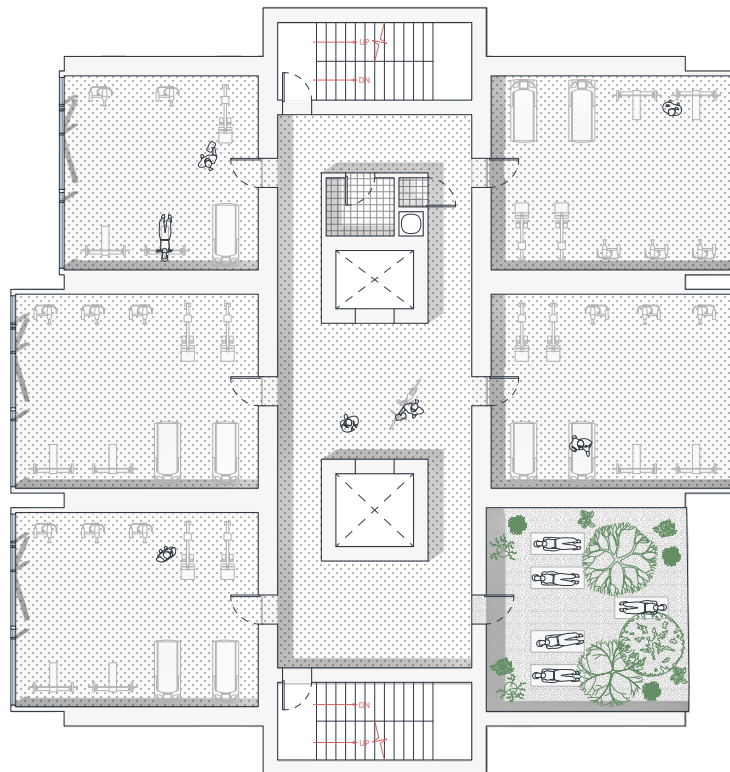


elevation

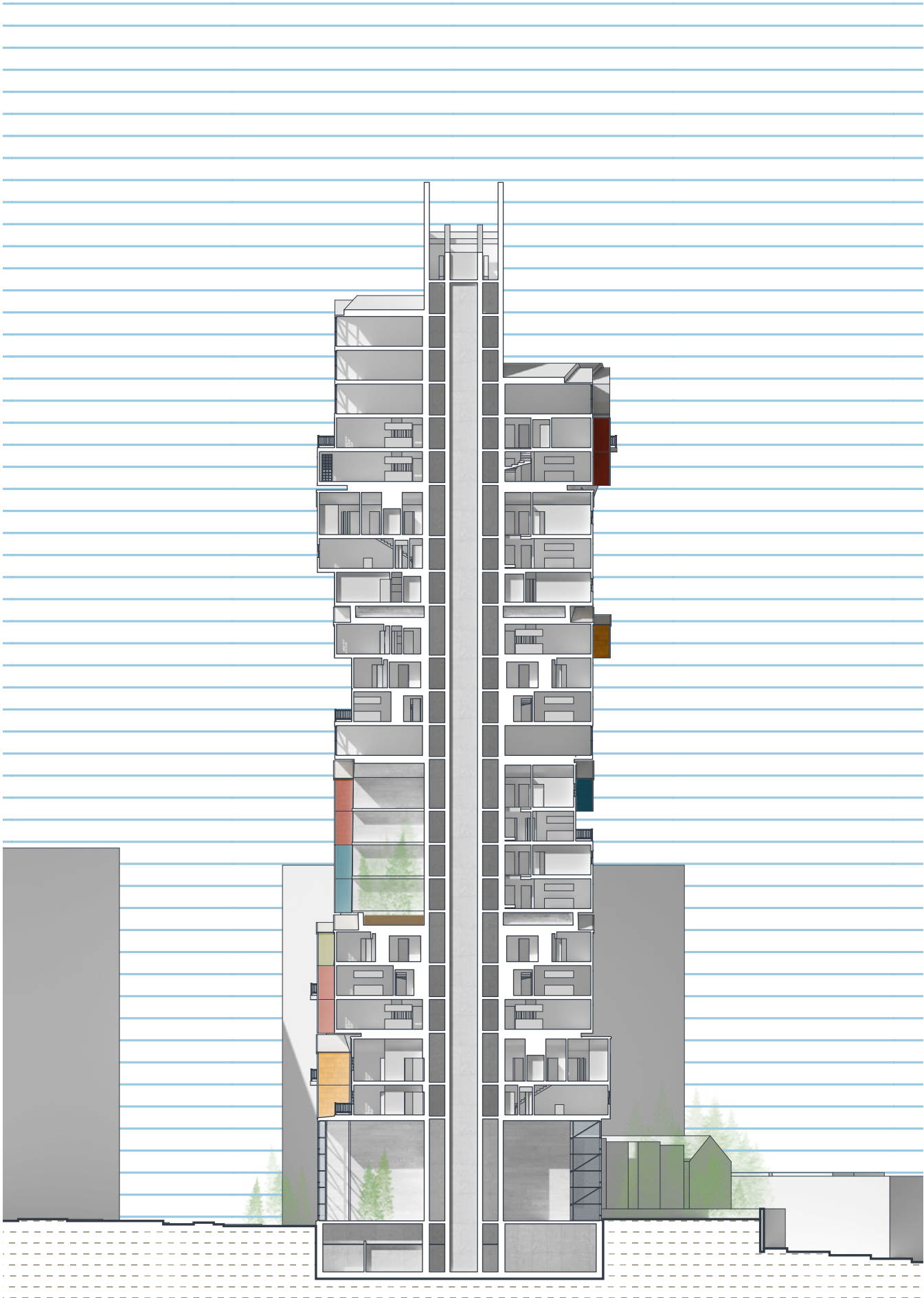
level 04



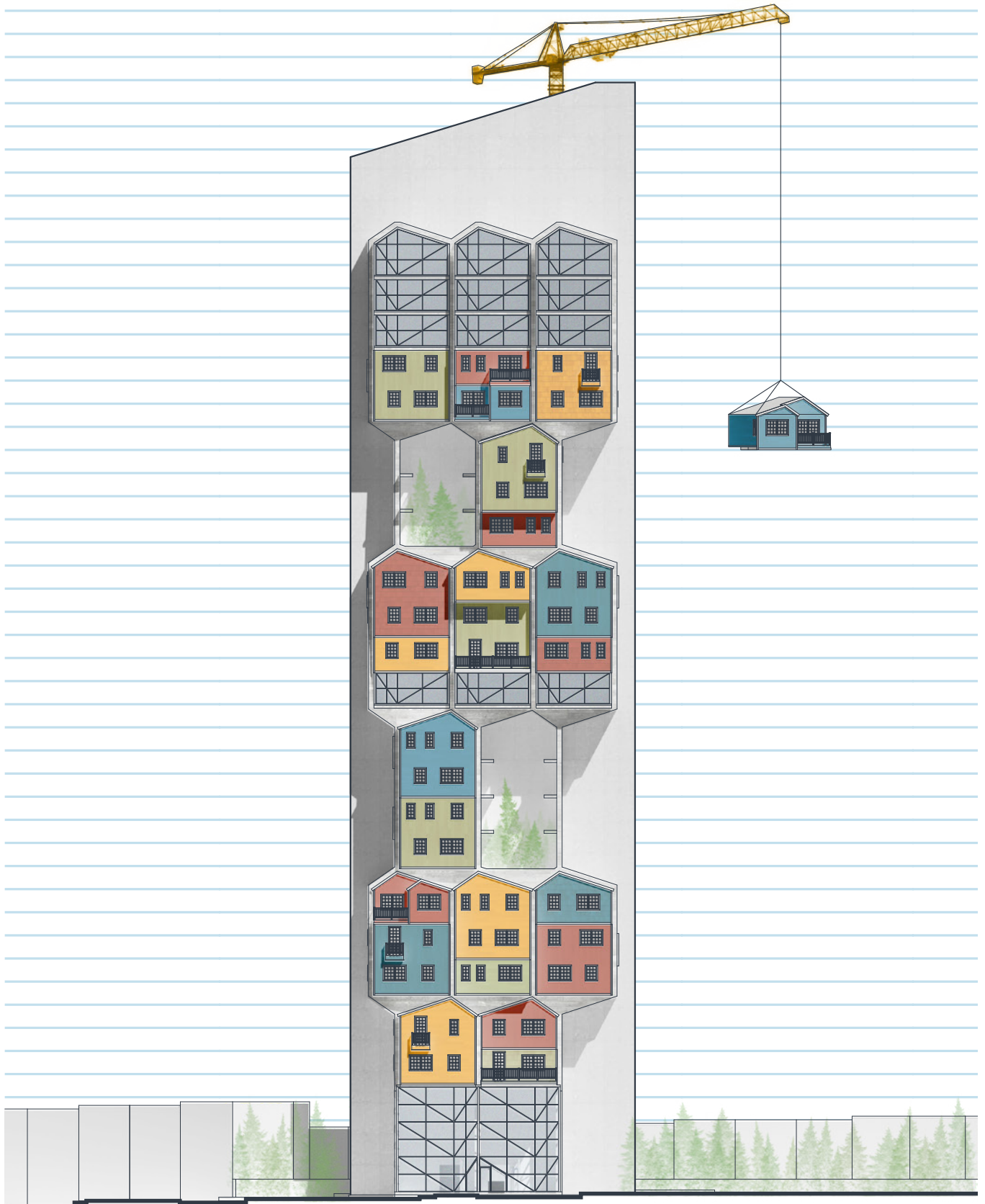
level 11



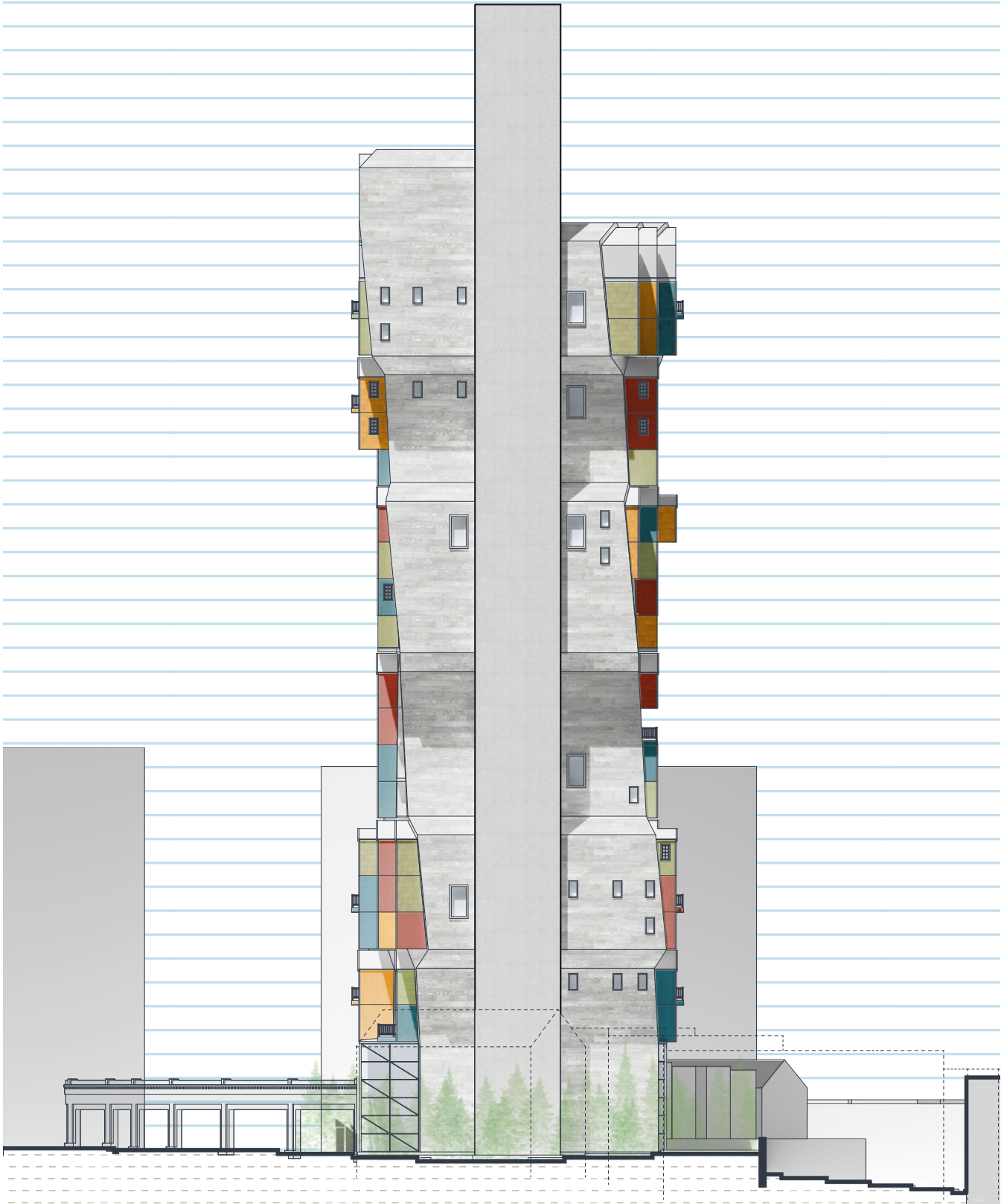
plans



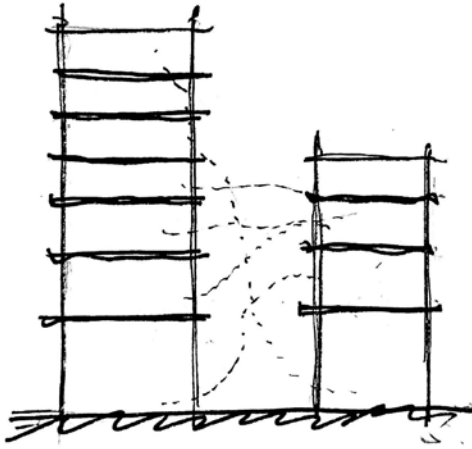
section



west elevation



south elevation



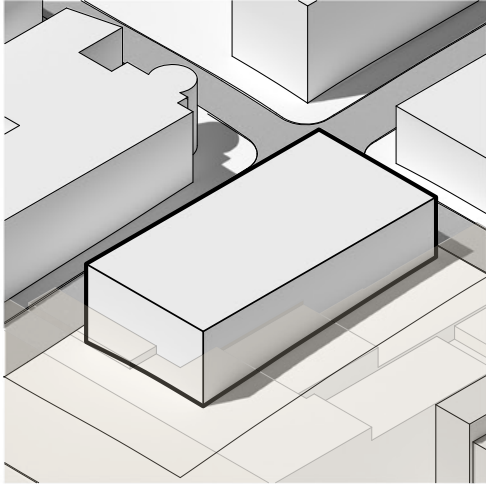
DOUGLAS HALL

(re)imagining a place for learning in times of crises | newark, new jersey

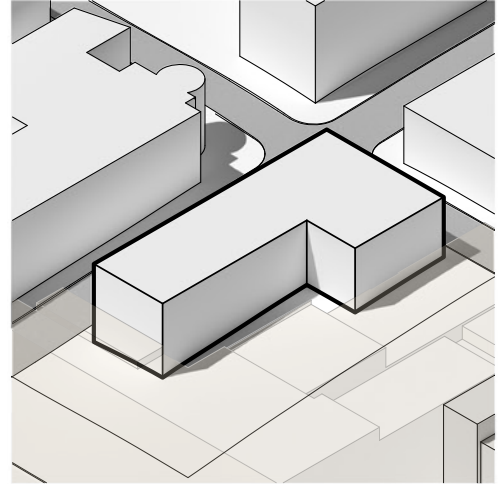
architecture + design school is rigorous and demanding. students spend hours researching, designing, iterating, drawing, and modeling in the same space. the quality of this space can affect students' mental and physical wellness, inspire them, and foster lifetime connections.

a new studio hall should be a teaching building, where students can gain a knowledge and understanding of architectural systems. it should inspire students by providing them with views of the surrounding skylines. it should offer students multiple areas to take respite and escape the rigor. it should cultivate interdisciplinary student interactions to create wide ranging professional and social networks.

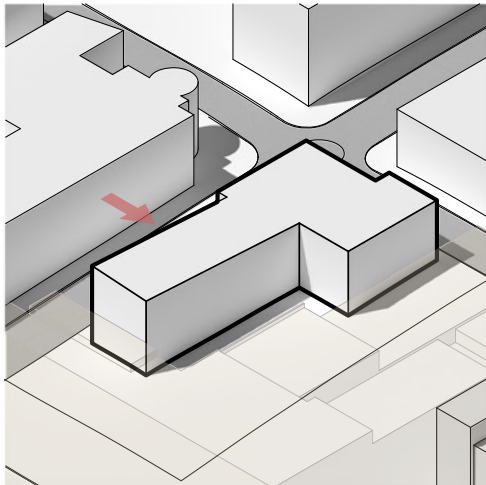
douglas hall accomplishes all of these ideals by lifting the studio spaces up and uniting them through a central atrium. this atrium exposes the structure of the building and create a network amongst the various design studios. each roof is accessible, offering views of njit, newark, and new york. the open courtyard provides relaxation and review areas, and connects to the weston green and gallery.



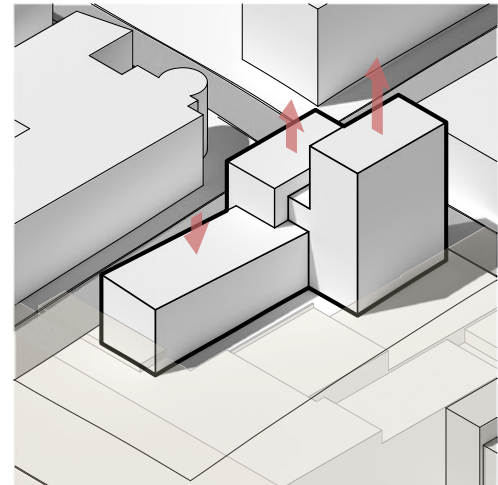
initial massing



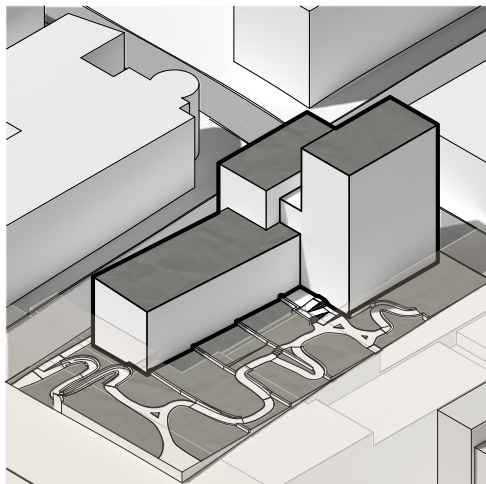
courtyard cut



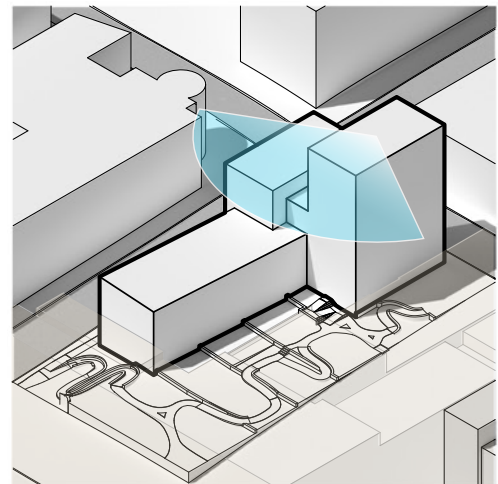
courtyard tilt



studio towers



greenspace



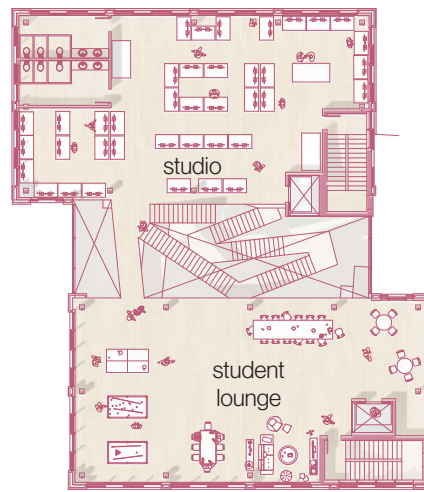
city views



ground floor + context



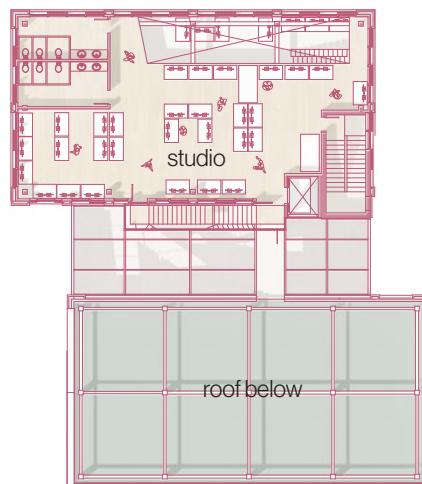
level 3



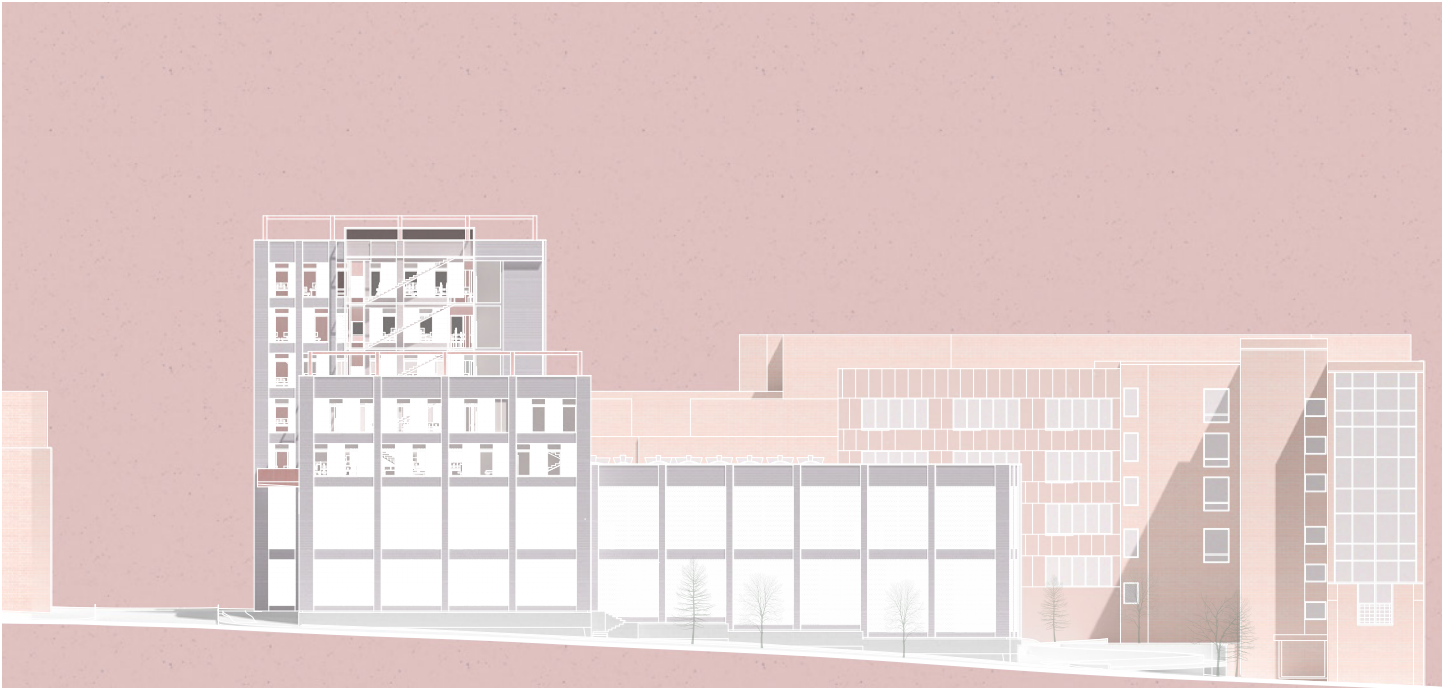
level 4



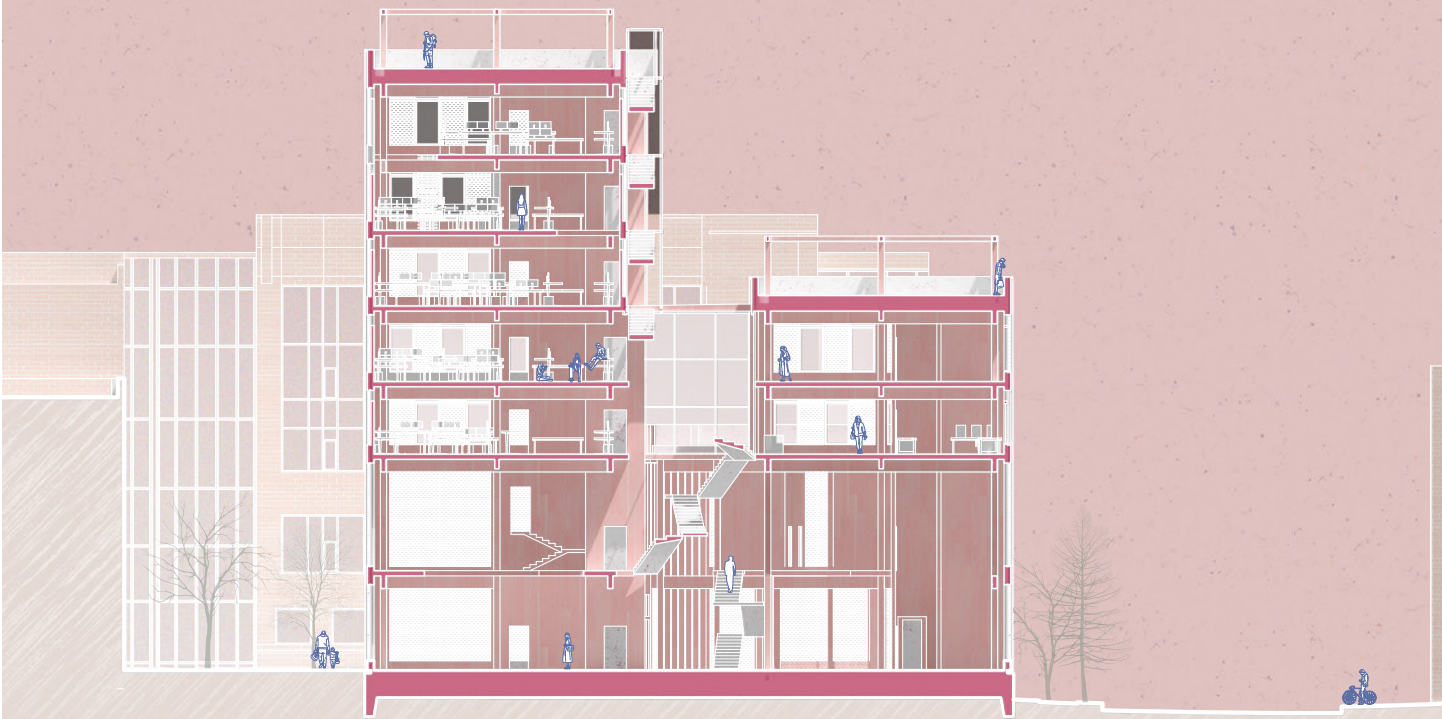
level 5



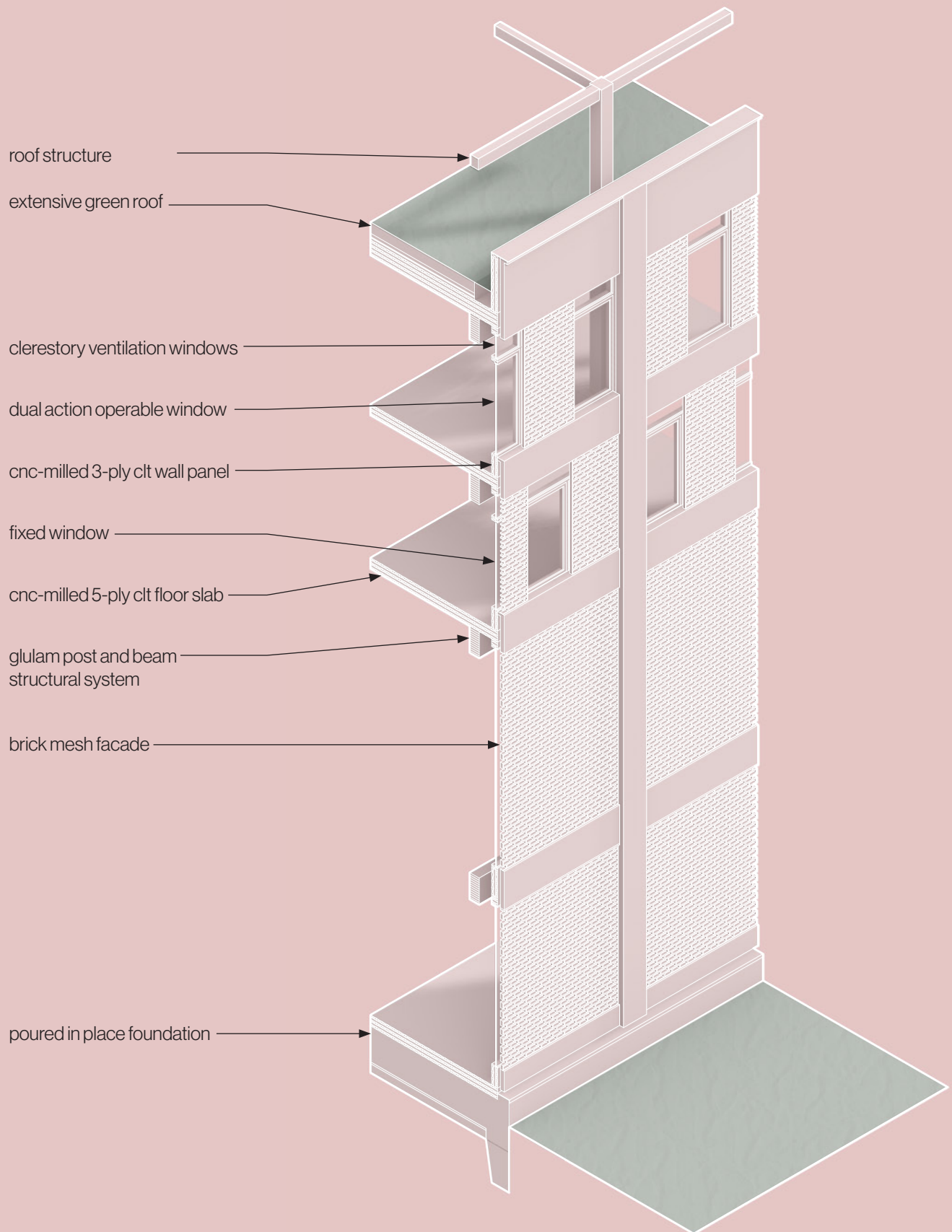
level 7



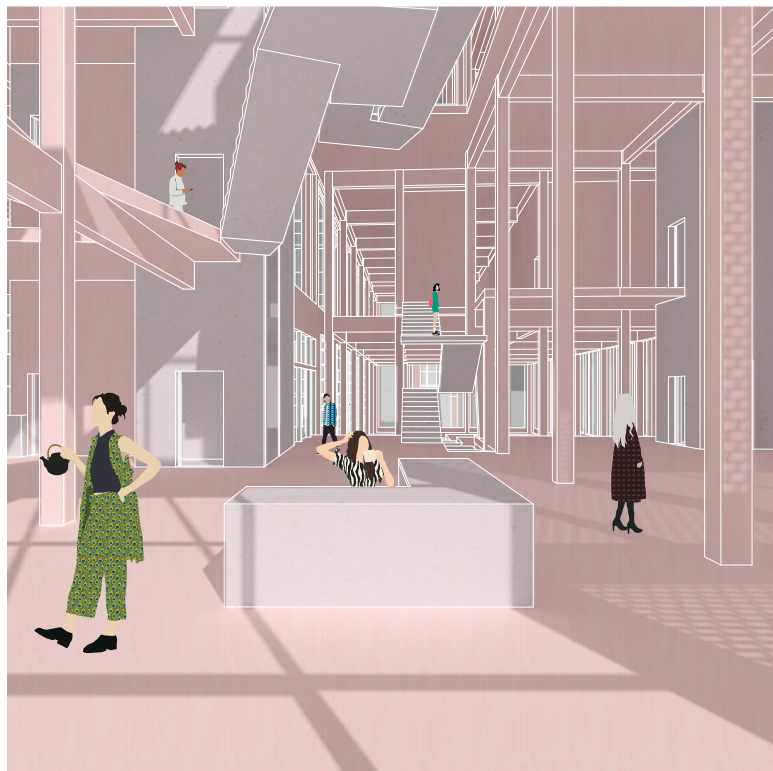
south elevation



section b-b



axonometric detail







GÖTEBORG TILLSAMMANS

schematic urban design for a brownfield | gothenburg, sweden

the river göta älv divides the center of gothenburg, centrum, from the large island of hisingen. frihamnen sits at the river's edge, adjacent to the old city center and across from lindholmen, gothenburg's technology hub. the former industrial port of the city, frihamnen is now a brownfield site in the process of redevelopment to address sweden's pressing housing crisis.

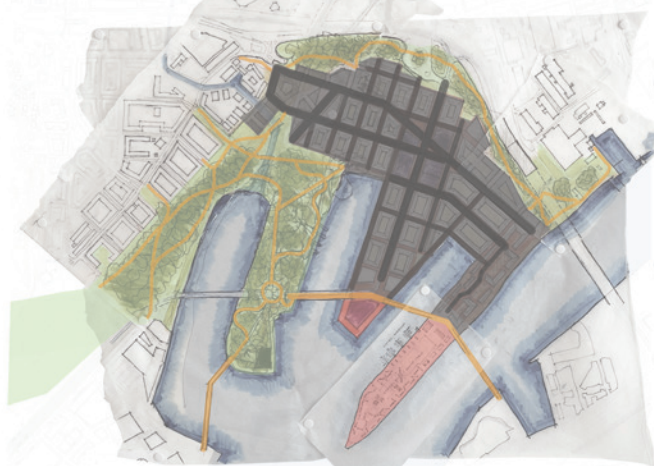
göteborg tillsammans creates a vibrant, dense neighborhood that unifies the surrounding neighborhoods on hisingen with centrum across the river. the site connects to the neighboring areas of lindholmen, backa and ringön, through green pedestrian ways. the transit lines are extended through the site and a pedestrian bridge is placed from centrum, across the three peninsulas, and into lindholmen. the highway and freight train line that currently separate lindholmen, ringön, and frihamnen from each other are moved underground, replaced by more housing and an urban forest and sculpture park for gothenburg's residents. a street food park and public forum occupy the southern tip of bananapier, becoming a place for residents to gather and for the city to hold events.



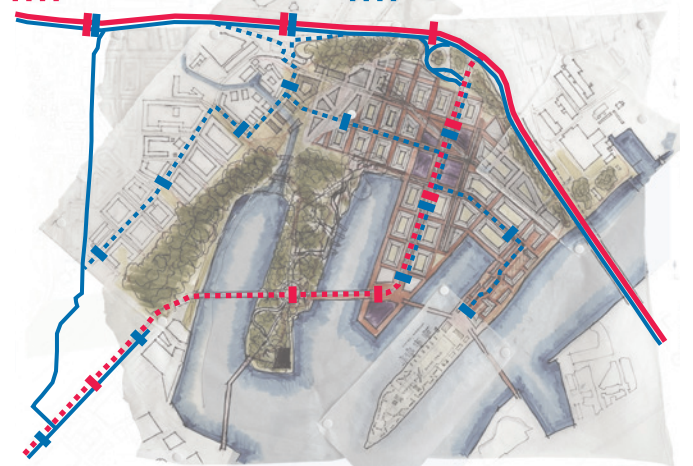
master plan

- greenspace
- frihamnen neighborhood
- cultural areas
- pedestrian walkways

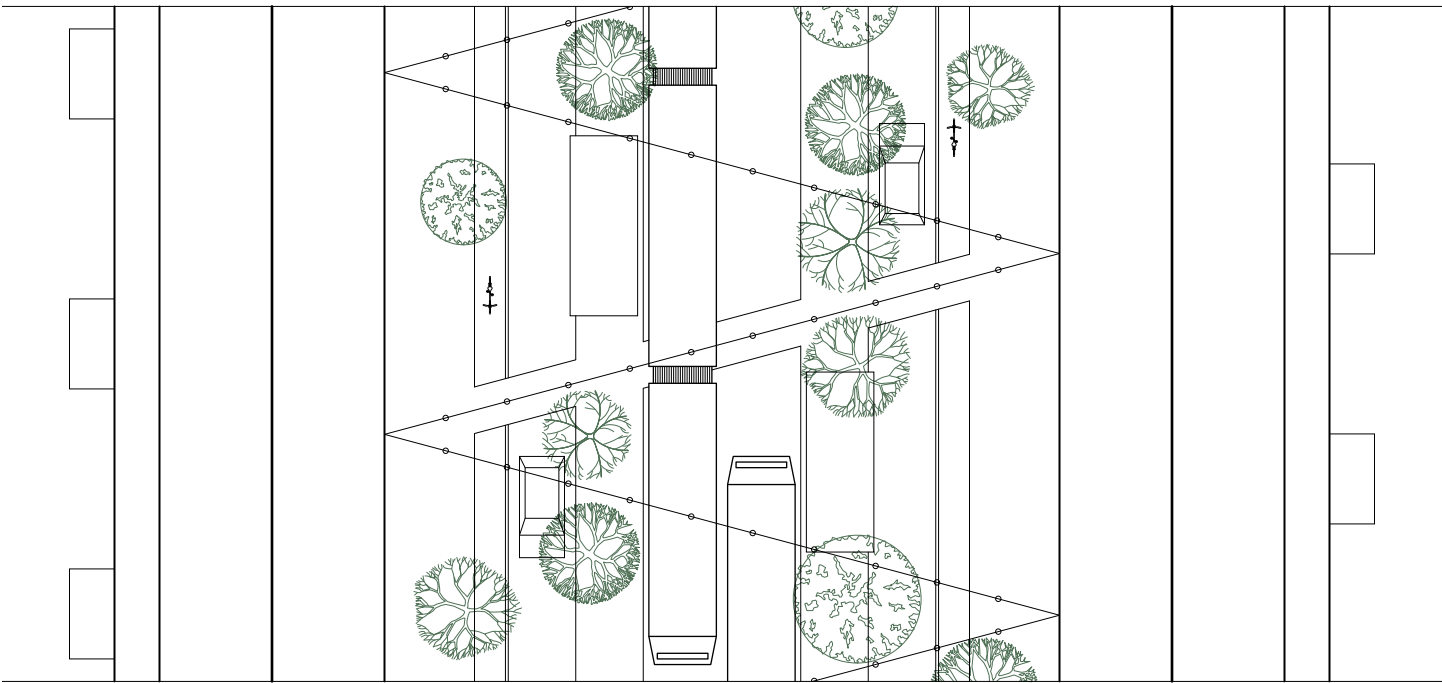
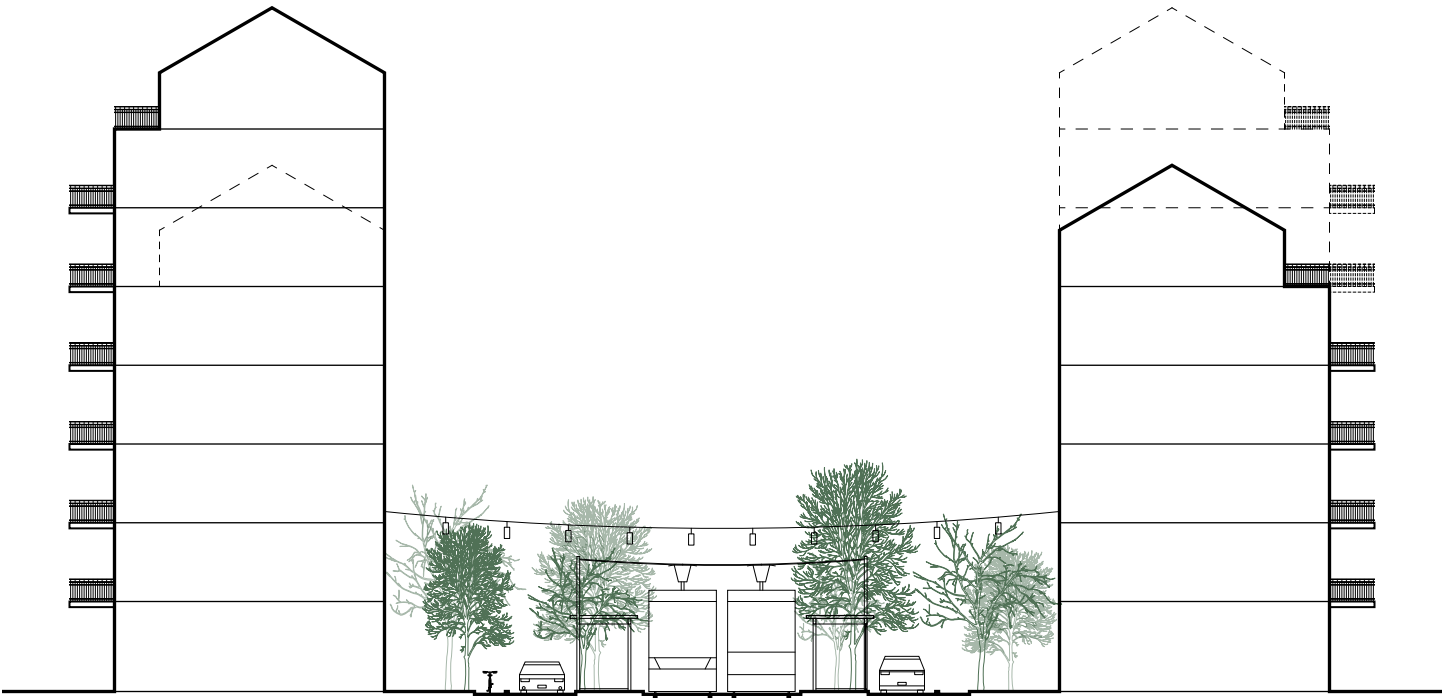
- existing tram line/stop
- existing bus line/stop
- proposed tram line/stop
- proposed tram line/stop



area blocking + grid organization diagram

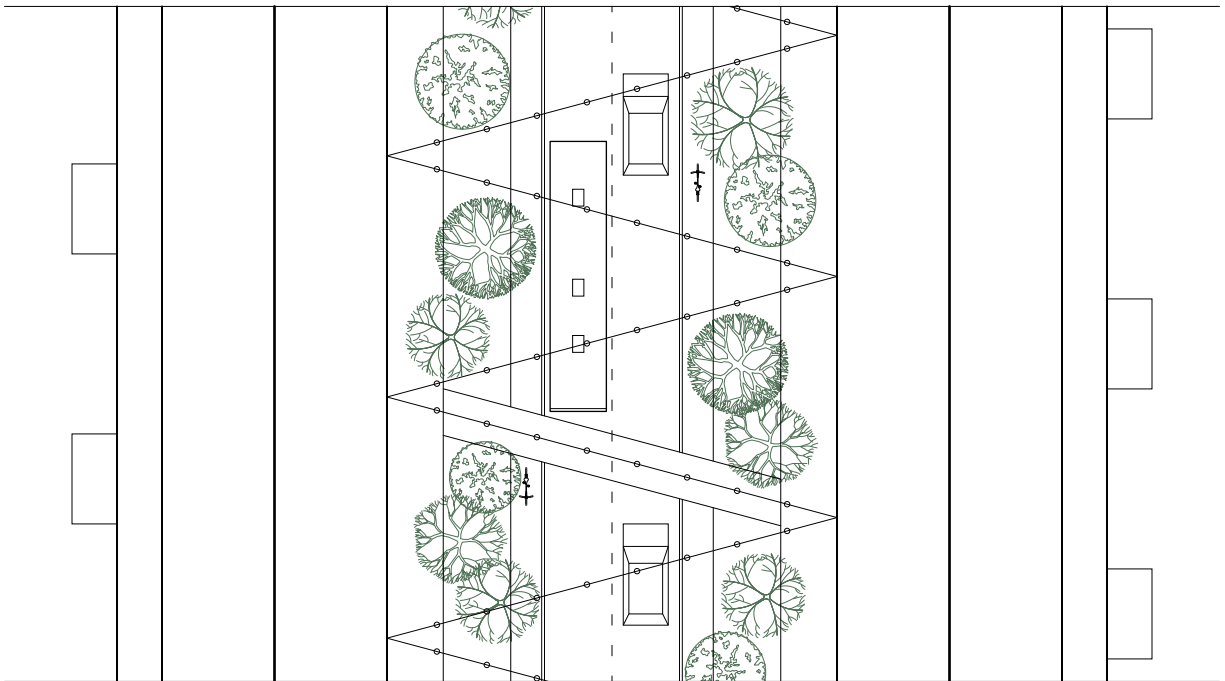
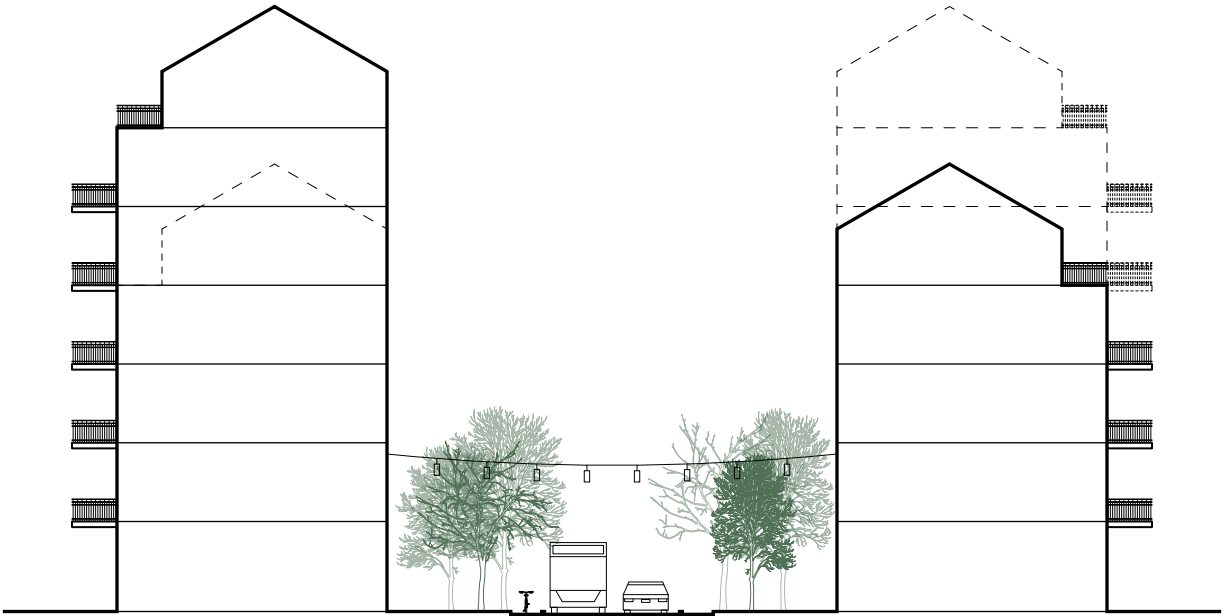


transportation diagram



Courtyard
 Building
 6-8 Stories
 23m - 30m
 Pedestrian
 Bike
 Car
 Landscape
 Tram/Bus
 Tram/Bus
 Landscape
 Car
 Bike
 Pedestrian
 Building
 6-8 Stories
 23m - 30m
 Courtyard

street section 1



Courtyard

Building
6-8 Stories
23m - 30m

Pedestrian

Landscape



Bike

Car/?Bus



Car/?Bus

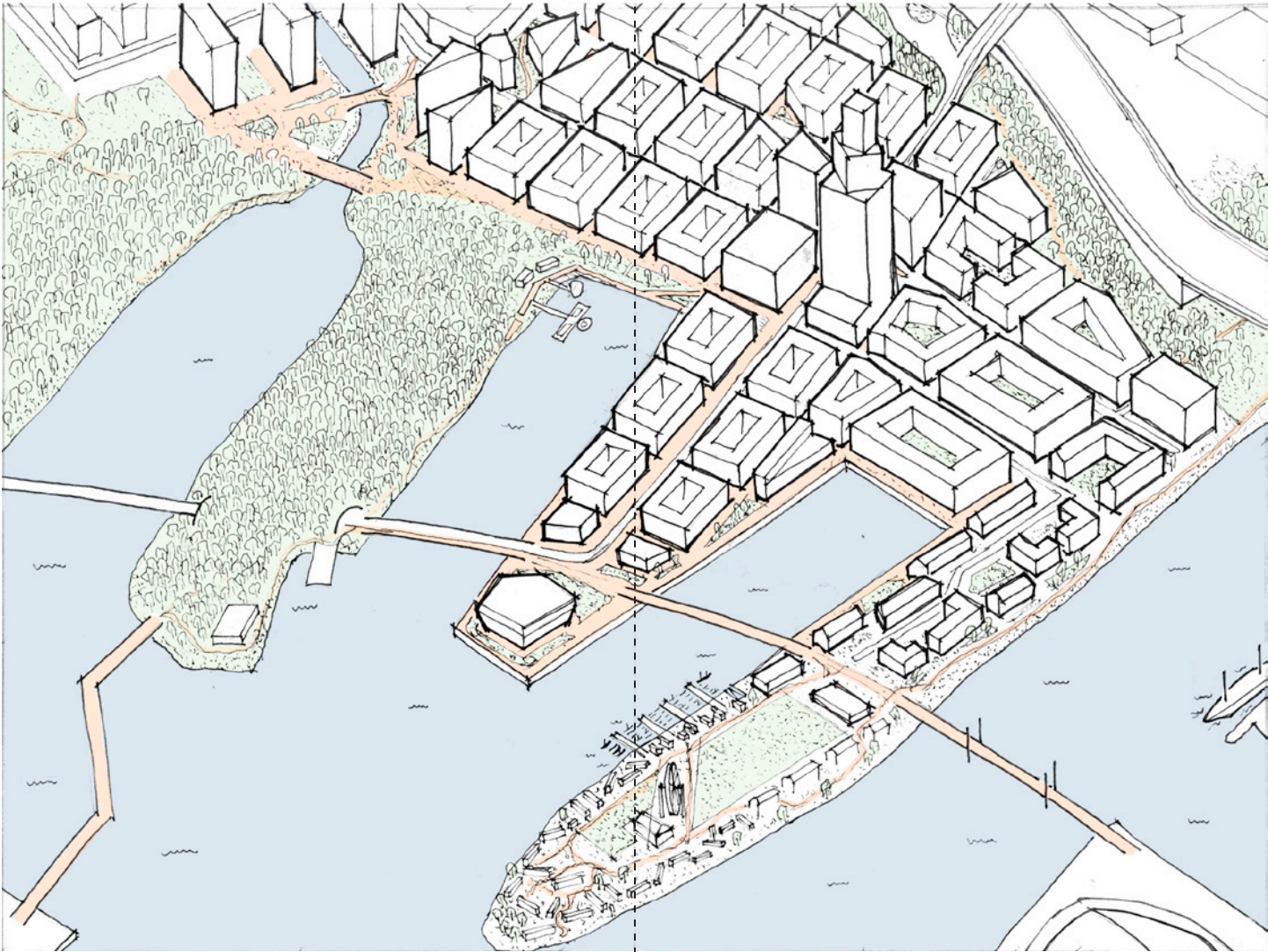
Bike

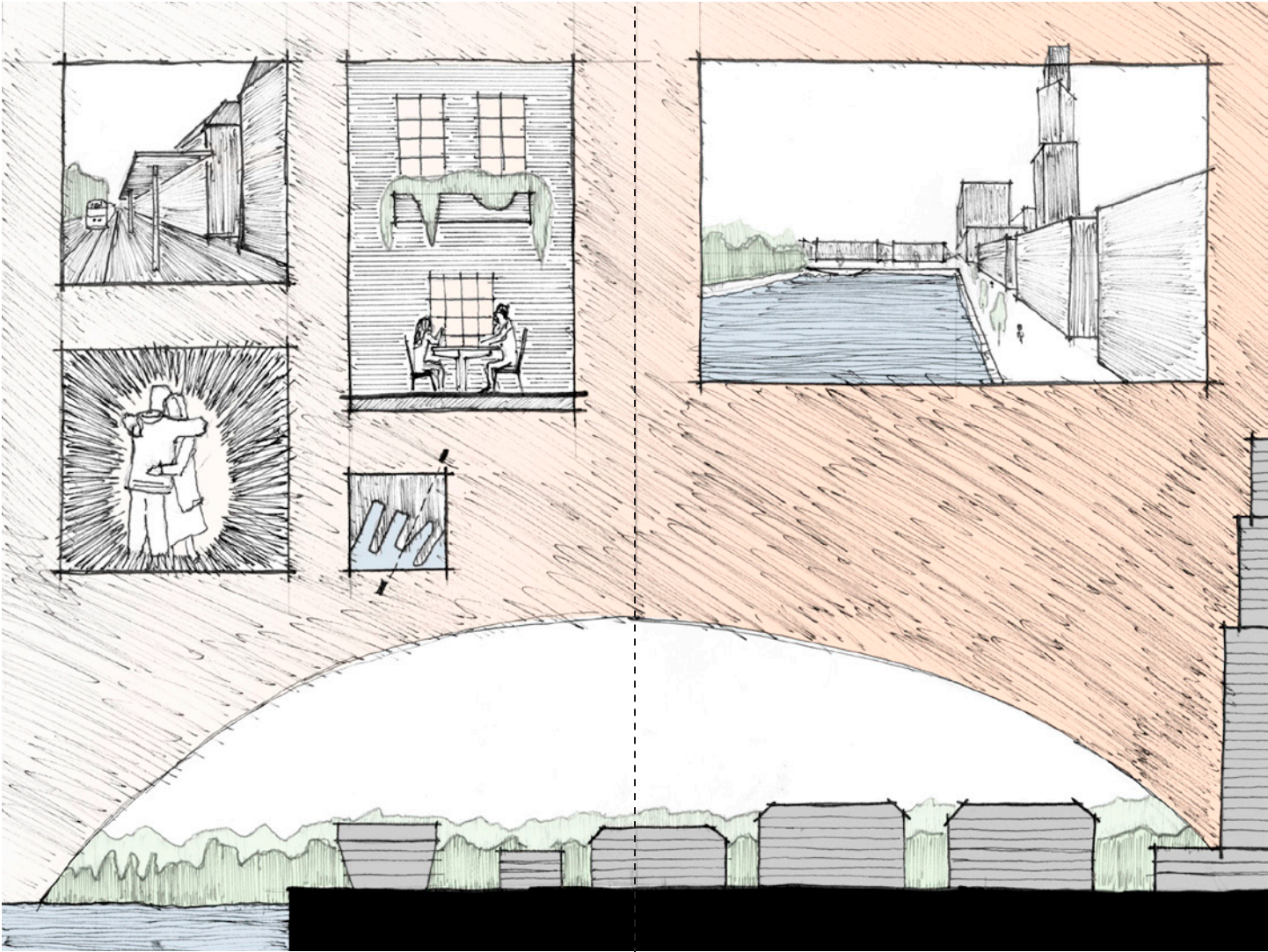
Pedestrian

Building
6-8 Stories
23m - 30m

Courtyard

street section 2

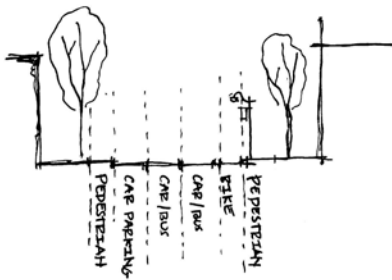




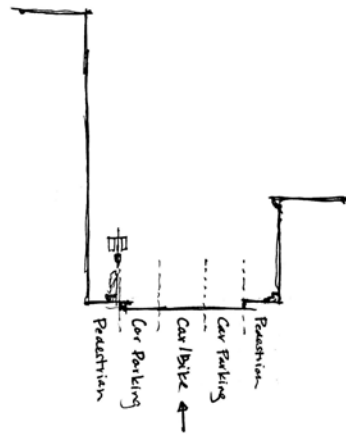
self-guided observational research: comparison of street design in newark, new jersey and gothenburg, sweden

in gothenburg, the transit systems dominate the street make up. busses and trams take the top spot hierarchially, followed by bikes, then pedestrians, and lastly cars. this hierarchy defines the general street layout with transit at the center and pedestrians and bikes at the side. the location of cars varies depending on the width of the street and whether there is a tramline or not. in newark, the car takes the top spot in the street hierarchy, and busses share this spot where routes run. next come the pedestrians and lastly bikes. cars have one to three lanes and many street parking spaces available. pedestrians have dedicated sidewalk space. there are few bikelanes, and where there are, they are unprotected, next to the car lanes.

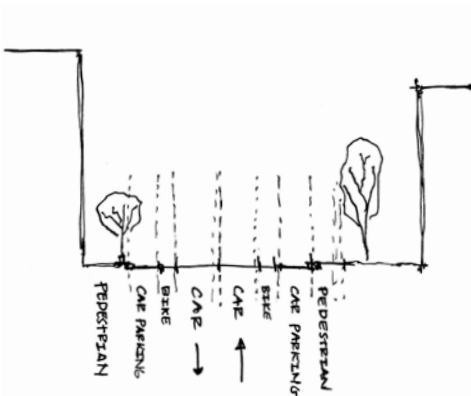
experiencing the street design in gothenburg made me reconsider how I design streets. in comparison to newark's streets, there are a larger range of modes of transportation which overlapped each other. the combination of bus and tram lines makes sense upon experience. the combination of car lanes and tramlines works well in multiples locations throughout the city. the lack of prioritization given to cars allowed for better flow of transit overall. in the united states, especially newark, cars dominate transportation in terms of ridership and space allocation. but in gothenburg, not only were cars not a necessity to move around the city, it appeared they would be less effective than public transit.



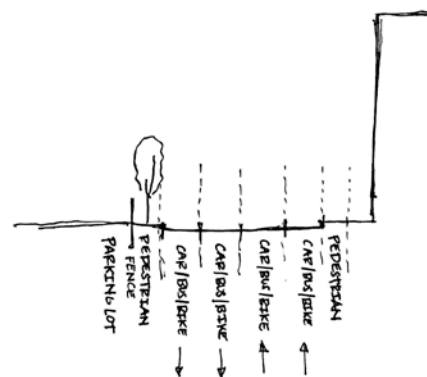
newark
university ave. [one way]
cars | buses | pedestrians | bikes



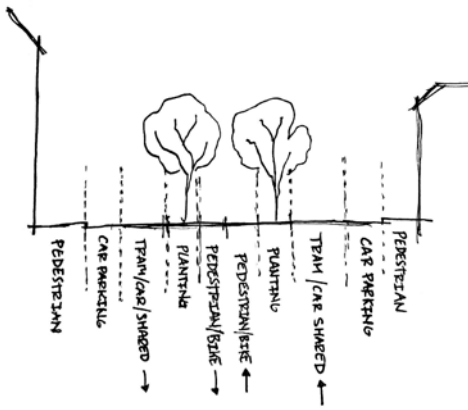
newark
halsey st. [two way]
cars | pedestrians | bike [shared]



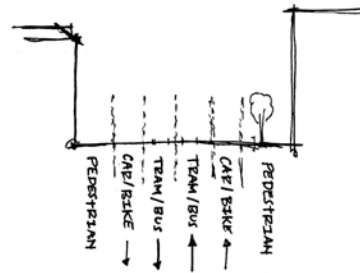
newark
martin luther king jr. blvd. [two way]
cars | pedestrians | bikes



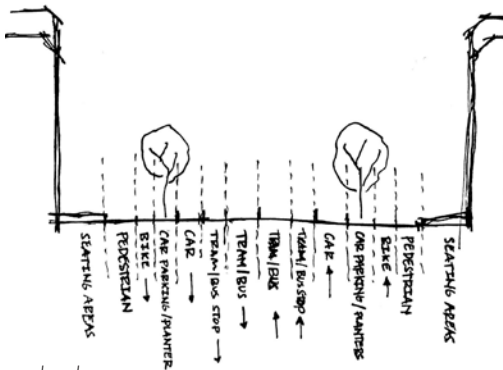
newark
central ave. [two way]
cars | buses | pedestrians | bikes [shared]



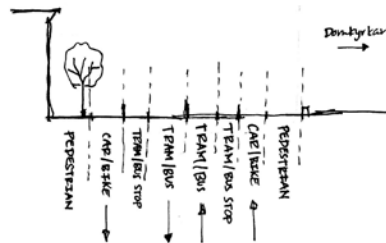
gothenburg
 vasagatan [two way]
 tram | bike | pedestrian | car



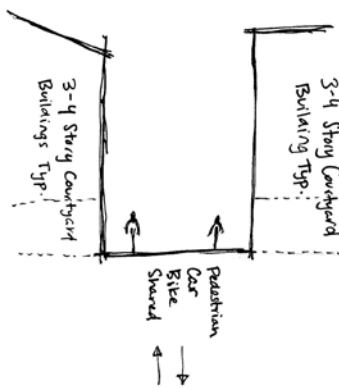
gothenburg
 ostra hamngatan [two way]
 tram | pedestrian | bike | car



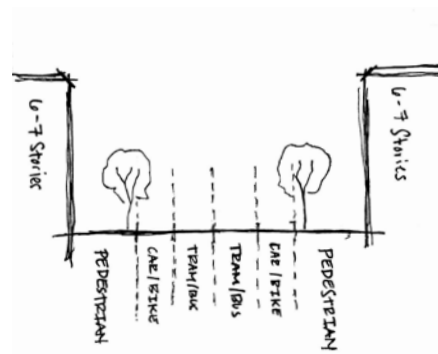
gothenburg
 linnegatan [two way]
 tram | bus | pedestrian | bike | car



gothenburg
 vastra hamngatan [two way]
 tram | bus | pedestrian | bike | car



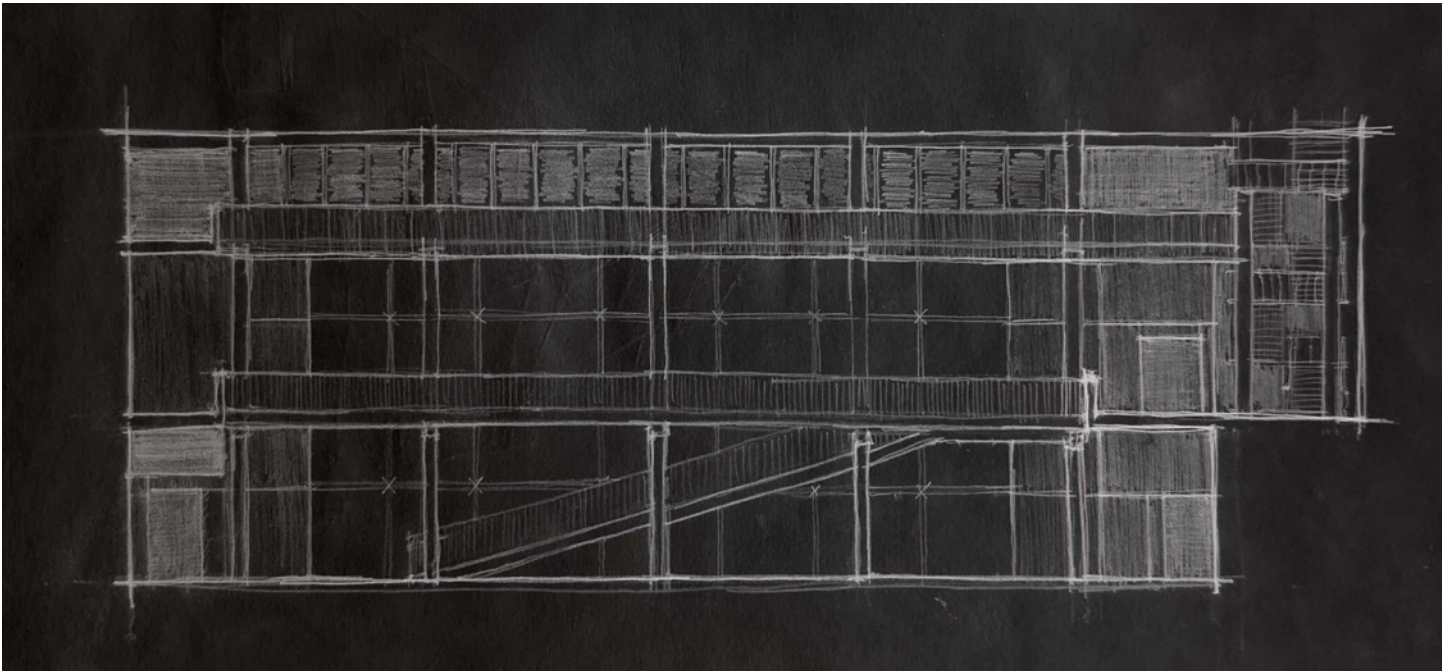
gothenburg
 vallgatan [two way, all shared]
 pedestrian | bike | car



gothenburg
 kungsporsavenyn [two way]
 tram | bus | pedestrian | bike | car

THANK YOU

sean jaeger | seanjaeger522@gmail.com



interior elevation, gothenburg city hall, sweden