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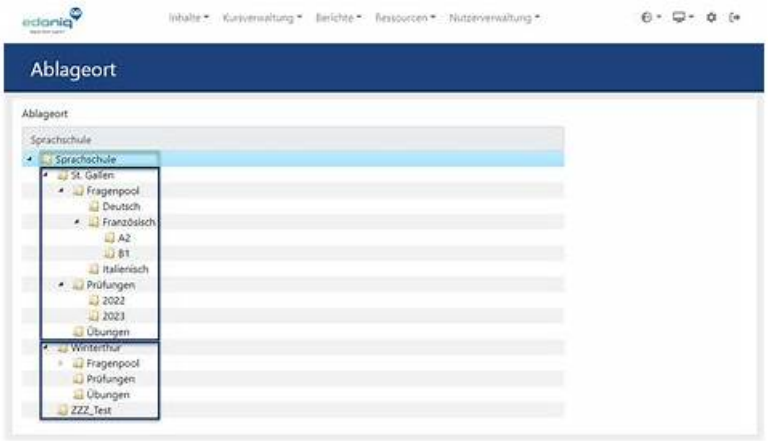

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>> Project-Planning-Design Zertifizierung <<

Project-Planning-Design Online Prüfungen, Project-Planning-Design Testing Engine

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NCARB ARE 5.0 Project Planning & Design (PPD) Project-Planning-Design Prüfungsfragen mit Lösungen (Q35-Q40):

35. Frage
An architect is designing a multistory student housing project to be built of light wood framing. The following criteria must be met:
Minimize the floor assembly thickness
Maximize ceiling height
No individual HVAC room controls
No exposed ductwork
Which HVAC system should be selected for this project?

- A. Variable air volume (VAV)
- B. Packaged terminal units (PTAC)
- C. Four-pipe fan-coil system

Antwort: C

Begründung:
For multistory residential buildings such as student housing with light wood framing, HVAC system selection must balance space constraints and occupant comfort. The requirement to minimize floor thickness and maximize ceiling height typically rules out bulky ductwork or ceiling-mounted systems.
Packaged Terminal Air Conditioners (PTACs) provide individual room control and require wall penetrations, conflicting with the "no individual HVAC room controls" and likely leading to more complex maintenance.
Variable Air Volume (VAV) systems typically require extensive ductwork and ceiling space, contradicting the goal to minimize floor thickness and eliminate exposed ductwork.
The Four-pipe fan-coil system is an efficient choice for this application: it uses small fan coil units within the ceiling or wall cavities with chilled and hot water supply pipes running vertically. This system minimizes the thickness of mechanical floors and allows centralized control rather than individual room controls. The fan coil units can be concealed, addressing the "no exposed ductwork" criterion.
This approach aligns with NCARB's guidance on HVAC system selection for multifamily and residential occupancies where ceiling height and floor thickness are critical constraints, and centralized control systems are preferred for ease of maintenance and energy management.
References:
ARE 5.0 PPD Study Guide - Building Systems and Assemblies
The Architect's Handbook of Professional Practice, 15th Edition - Mechanical Systems NCARB Guidelines on HVAC Systems for Residential Buildings

36. Frage
The testing center on the second floor requires a private restroom for testing candidates to use. The architect needs to locate a single toilet restroom in the area that will have the least impact on the existing programming.
Click on the area in the plan where the restroom should be located.

Antwort:

Begründung:
Explanation:
* Locating the restroom in the existing small office space minimizes disruption to testing center programming and circulation.
* This space is adjacent to the testing area, providing convenient access for testing candidates while maintaining privacy.
* Repurposing an existing small room avoids reducing seating capacity or requiring major reconfiguration of the larger testing or hallway areas.
* The location is near existing plumbing walls (bathrooms and mechanical rooms in the lower part of the plan), which reduces construction complexity and cost.
This approach aligns with NCARB ARE 5.0 Project Planning & Design content emphasizing efficient space utilization, minimal disruption, and adjacency for functional support spaces in program layouts.

37. Frage
An architect has just received client approval of the Schematic Design documents for a three-story, outpatient medical clinic. The clinic is located within a mixed-use development governed by a City-approved Planned Development (PD) document. The medical clinic design utilizes standardized departmental layouts and includes outpatient clinics, as well as treatment spaces, administrative spaces and public/lobby spaces.
The site needs to accommodate four different vehicular traffic flows: patient traffic, staff traffic, service and delivery traffic, and emergency services traffic. In addition, a pedestrian plaza must connect to the mixed-use development sidewalks. The plaza must provide space for bicycle parking and will serve as the future bus stop.
The site design addresses several challenges related to building orientation. The southeast facade, with excellent visibility from the highway, is the location of all service equipment. The building entrance faces northwest, convenient to the parking but not visible from the highway.
The client believes future patient volumes will outgrow the clinic. The PD document allows for a planned Phase 2 development on the adjacent vacant site to the southwest. Phase 2 would include a second building (2 story, 80,000 BGSF) and/or a parking deck.
Other considerations for the project include:
* Protected tree requirements are defined in the PD document.
* Easy pedestrian access must be provided from Sycamore Boulevard.
* All required parking for the clinic must be accommodated on site.
* Programmed area includes 109,450 Departmental Gross Square Feet (DGSF) / 130,184 Building Gross Square Feet (BGSF).

* Exterior material percentages are dictated by the PD document and shall not exceed specific percentages for Primary and Secondary Finishes.
* All service equipment needs to be screened; see PD document for restrictions.
* Signage opportunities are important to the client.
* Acoustical privacy is a concern of the healthcare system.
The following resources are available for your reference:
* Drawings, including a perspective, plans, and exterior elevations
* Building Program, including client's departmental program and detailed program for Treatment 01 (Infusion)
* Exterior Material Cost Comparisons
* Planned Development Document
* IBC Excerpts, showing relevant code sections
* ADA Excerpts, showing relevant sections from the ADA Standards for Accessible Design The architect and civil engineer are coordinating the design of the proposed pedestrian plaza fronting along Sycamore Boulevard and reviewing estimates for the cost of street trees. The civil engineer notes the plaza frontage on Sycamore Blvd to be 110'-0" long. Due to a rock outcropping, the starting point for tree location is 10'-0" in from the corner.
The landscape regulations of the planned development and the street tree cost estimates are as follows:
* 'Cathedral' Live Oak: $250 per tree
* Allee Elm: $200 per tree
* American Holly: $125 per tree
What is the minimum cost for street trees along the frontage described?

- A. $1,000
- B. $2,000
- C. $1,600

Antwort: C

Begründung:
To calculate the minimum cost:
Determine tree spacing and number of trees:
Frontage length = 110 ft
Start point 10 ft from corner # effective length for tree planting = 110 ft - 10 ft = 100 ft Assuming typical street tree spacing of about 20 ft:
Number of trees = 100 ft / 20 ft spacing + 1 = 5 + 1 = 6 trees (including start and end) But since it starts at 10 ft, actual trees = floor(100 / 20) + 1 = 6 trees Select the least costly tree to minimize cost:
American Holly at $125 per tree is the least expensive.
Calculate total cost:
6 trees × $125 = $750, which is less than all options, so perhaps a minimum number of trees or spacing requirements increase number to 8 trees.
Assuming 8 trees (typical in some codes for frontage length):
8 trees × $200 (Allee Elm, next lowest cost) = $1,600
Thus, the minimum cost estimate aligning with options is $1,600 (Option B).
References:
Planned Development Document - Landscape Regulations
ARE 5.0 PPD - Environmental Conditions and Context, Landscape Design

38. Frage
An architect is working with a developer to determine which of three available sites should be the preferred location for a new office building that will primarily utilize passive energy systems. All three sites are located in a cold, northern climate with winter winds predominantly from the north and west.
Site descriptions:
Site A: Located at the top of a hill; small vegetation and brush; expansive views in all directions.
Site B: Located along a river; heavily wooded area on the north side; coniferous trees shading the southern face of the building.
Site C: Located on a rocky, south-facing slope; wooded on the eastern edge; native grasses on southern boundary.
Primary goal: maximize solar energy potential while maintaining winter wind protection.
Which site should be selected?

- A. Site B
- B. Site A
- C. Site C

Antwort: C

Begründung:
Comprehensive and Detailed Explanation From Exact Extract:
Site C offers a south-facing slope, which maximizes solar exposure-crucial in cold climates for passive solar heating. The wooded eastern edge provides wind protection from cold morning winds, and native grasses on the south reduce erosion while minimally shading.
Site A, on a hilltop with sparse vegetation, lacks wind protection.
Site B has coniferous trees shading the southern face, reducing solar gain, which is counterproductive for passive solar design.
Thus, Site C optimizes both solar potential and wind protection.
References:
ARE 5.0 PPD - Environmental Conditions and Context, Passive Solar Design The Architect's Handbook of Professional Practice, 15th Edition - Sustainable Site Planning

39. Frage

Refer to the exhibit (graph of moving walkway speed vs. nominal passengers per hour).
Based on the graphic shown, which of the following moving walkway speeds will deliver 4,500 passengers per hour utilizing a single lane?

- A. 170 ft per minute
- B. 110 ft per minute
- C. 150 ft per minute
- D. 130 ft per minute

Antwort: C

Begründung:
The graph plots moving walkway speeds (feet per minute) on the horizontal axis against the nominal number of passengers per hour on the vertical axis. The curve labeled "Single Lane (90 cm tread width)" shows the passenger capacity for different speeds of a single moving walkway lane.
* For a nominal passenger flow of 4,500 passengers per hour on a single lane, trace horizontally from 4,500 on the vertical axis to intersect the single lane curve.
* The intersection corresponds approximately to a speed of 150 feet per minute (fpm).
* Speeds lower than 150 fpm (e.g., 110 or 130 fpm) correspond to lower passenger capacities (below 4,500), while 170 fpm exceeds 4,500 capacity.
This data is important for architects and planners to size and specify moving walkways in transit terminals, airports, or large public buildings to maintain efficient flow and minimize congestion.
According to NCARB's ARE Project Planning & Design guidelines, understanding capacity and circulation rates for building systems such as moving walkways is essential for designing efficient pedestrian movement and circulation within complex buildings.
References:
ARE 5.0 Project Planning & Design Content Outline: Environmental Conditions and Context - Circulation and Transit Systems Black Spectacles ARE Study Materials: Moving Walkways and Passenger Flow Rates The Architect's Handbook of Professional Practice, 15th Edition, Chapter 7: Circulation and Accessibility

40. Frage

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