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NCARB ARE 5.0 Project Planning & Design (PPD) Sample Questions (Q53-Q58):

NEW QUESTION # 53

Refer to the exhibit (urban commercial site sketch).

In the urban commercial site shown in the sketch, which is the most convenient location for a truck entrance and exit from the site?

- A. D
- B. B
- C. A
- D. C

Answer: D

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

When planning truck entrances and exits on an urban commercial site, several key factors are considered: traffic flow, safety, convenience, and minimizing interference with customer parking and pedestrian areas.

* Option C is located on a one-way street that allows trucks to enter or exit smoothly without conflicting with two-way traffic or customer parking. Since the street next to point C is one-way with traffic moving away from the intersection, trucks exiting at C can merge safely and efficiently into traffic.

* Option A is adjacent to customer parking, and a truck entrance here would interfere with customer access and create safety hazards.

* Option B is positioned near a traffic light on a two-way street, which may complicate truck maneuvering and increase congestion at the intersection.

* Option D is on a two-way street and near an intersection, which could disrupt traffic flow and cause potential safety conflicts with turning vehicles and pedestrians.

NCARB's ARE 5.0 PPD content emphasizes locating service and delivery entrances away from customer areas and at points that allow safe, efficient truck access without disrupting primary pedestrian and vehicle circulation.

References:

ARE 5.0 Project Planning & Design Content Outline: Project Integration of Program and Systems - Site Planning and Vehicular Circulation The Architect's Handbook of Professional Practice, 15th Edition, Chapter 7: Site Design and Vehicle Circulation

NCARB PPD Study Guide: Urban Site Planning and Circulation

NEW QUESTION # 54

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 developer decides that the 4-inch terra cotta exterior veneer is too expensive, and wants to replace the terra cotta with an alternative finish in its entirety.

Which of the following alternative materials should the architect suggest to reduce cost and meet the Planned Development

Document requirements? Check the two that apply.

- A. Standard Brick
- B. Low Priced Stone
- C. Metal Panels (Fluoropolymer finish)
- D. Artisan Brick
- E. Cultured Stone
- F. Earth Tone EIFS

Answer: A,F

Explanation:

To reduce costs while complying with Planned Development (PD) document restrictions on exterior finishes, the architect should select materials that are less expensive than terra cotta yet meet aesthetic and code requirements:

Standard brick (C) is a cost-effective, durable alternative with broad acceptance.

Earth tone EIFS (E) (Exterior Insulation and Finish System) offers an economical and versatile finish that can replicate various textures and colors while reducing costs.

Low priced stone (A) and cultured stone (B) may still be costly or not permitted per PD document.

Artisan brick (D) and metal panels (F) may exceed allowed percentages or not fit aesthetic guidelines.

References:

Planned Development Document

ARE 5.0 PPD - Project Integration of Program and Systems

The Architect's Handbook of Professional Practice, 15th Edition - Exterior Finishes

NEW QUESTION # 55

Which of the following strategies is most appropriate for a new shopping center to be constructed on a nearly flat site flowing into a municipal subsurface storm-drainage system that is at capacity during a 5-year storm?

- A. Grading roads, locating buildings, and sizing culverts to create retention basins
- B. Conducting all site drainage along the curbs of service streets
- C. Sectioning, sizing, and pitching drainage ways, culverts, and basins to reduce runoff time
- D. Extending the storm sewers to catch basins in all roads and drives in the development

Answer: A

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

When the municipal storm-drain system is at capacity during frequent storms, site design must incorporate on- site stormwater management to reduce runoff and delay peak flows.

Option B is the most effective strategy: grading the site and positioning buildings and infrastructure to create retention basins allows water to be temporarily stored on site, reducing the volume and rate of runoff entering the municipal system. This also aids in groundwater recharge and helps comply with stormwater management regulations.

Extending storm sewers (A) without capacity improvements only increases burden on an already overloaded system.

Reducing runoff time (C) can exacerbate peak flows by quickly directing water to the storm drains.

Conducting drainage along curbs (D) is standard but does not solve capacity issues if the municipal system is overloaded.

Thus, on-site retention and detention through basin creation is preferred.

References:

ARE 5.0 PPD - Environmental Conditions and Context, Site and Stormwater Design The Architect's Handbook of Professional Practice, 15th Edition - Site Planning and Stormwater Management

NEW QUESTION # 56

What is the primary benefit of underground detention with controlled discharge to a waterway?

- A. Maximizing the developable site area
- B. Providing a new wetlands environment
- C. Minimizing site improvement costs
- D. Ensuring the protection of groundwater purity

Answer: A

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Underground detention systems store stormwater beneath the surface, reducing runoff rates by releasing water slowly to waterways. The primary benefit is that they minimize surface land use for detention basins, thereby maximizing the developable site area available for buildings and landscaping.

Groundwater purity protection (A) is managed by treatment practices but is not the primary benefit of detention.

Site improvement costs (C) may increase due to system complexity.

Creating wetlands (D) relates to retention basins, not underground detention.

References:

ARE 5.0 PPD - Environmental Conditions and Context, Stormwater Management The Architect's Handbook of Professional Practice, 15th Edition - Site Planning and Drainage

NEW QUESTION # 57

Click in the structural bay of the elevation that is the most appropriate location to install steel rod cross bracing.

Answer:

Explanation:

Explanation:

the most appropriate location to install steel rod cross bracing is in the fourth structural bay, which corresponds to the bay on the far right side of the elevation.

* Steel rod cross bracing is typically installed in bays that are fully open or contain large door openings and require lateral support to resist racking forces (lateral loads such as wind or seismic forces).

* The fourth bay shows a large door opening without any visible solid wall or shear wall elements, making it structurally weaker against lateral loads and thus the most suitable for cross bracing.

* The first bay, with a smaller door or solid wall, and the other bays with more enclosed or glazed openings may have other structural elements providing lateral resistance.

* Installing the bracing in the fourth bay enhances structural stability and prevents lateral displacement or deformation.

NEW QUESTION # 58

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