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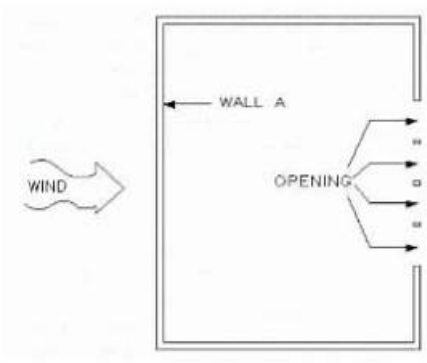

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NCARB Project-Planning-Design Exam Syllabus Topics:

Topic	Details
Topic 1	• Project Costs & Budgeting: This section of the exam measures skills of architectural designers and assesses the ability to evaluate design alternatives based on program goals, perform cost evaluations, and manage cost considerations throughout the design process.
Topic 2	• Codes & Regulations: This section of the exam measures the skills of project architects and focuses on applying zoning laws, environmental rules, and building codes during the planning stage. Candidates are tested on how to integrate multiple regulatory requirements into a project's design effectively.
Topic 3	• Building Systems, Materials, & Assemblies: This section of the exam measures skills of architectural designers and covers the understanding of building systems such as mechanical, electrical, and plumbing, along with structural and specialty systems. It also involves selecting appropriate materials and assemblies to align with program needs, budgets, and regulations.
Topic 4	• Project Integration of Program & Systems: This section of the exam measures skills of project architects and focuses on integrating decisions about environmental conditions, codes, and building systems into one cohesive project design. It highlights how to configure the building and incorporate both program requirements and contextual conditions in a unified design approach.

Topic 5	• Environmental Conditions & Context: This section of the exam measures skills of architectural designers and covers how to use site analysis information to determine building placement and environmental planning decisions. It emphasizes applying sustainable principles and considering the neighborhood context to guide project design.

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NCARB ARE 5.0 Project Planning & Design (PPD) Sample Questions (Q71-Q76):

NEW QUESTION # 71
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. 130 ft per minute
- C. 150 ft per minute
- D. 110 ft per minute

Answer: C

Explanation:
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

NEW QUESTION # 72
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 A
- B. Site B
- C. Site C

Answer: C

Explanation:
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

NEW QUESTION # 73
Which of the following types of heating system would be appropriate when the design requires a very compact system that has a low initial cost, is easily zoned, and has a quick response to temperature changes?

- A. Electric
- B. Hydronic
- C. Combination forced air/hydronic
- D. Forced air

Answer: A

Explanation:
Comprehensive and Detailed Explanation From Exact Extract:
Electric heating systems are compact, have low initial installation costs, and can be easily zoned with individual controls. They provide rapid response to temperature changes, making them suitable where space is limited and quick control is desired.
Hydronic systems have slower thermal response and require piping infrastructure.
Forced air systems need ductwork and are less compact.
Combination systems increase complexity and cost.
References:
ARE 5.0 PPD - Building Systems and Assemblies, Heating Systems
The Architect's Handbook of Professional Practice, 15th Edition - Mechanical Systems

NEW QUESTION # 74
Program requirements for a hospital with a clear span of 70 feet include minimal disruption of the hospital routine for future mechanical and electrical repairs and alterations and a maximum economical flexibility of the structure.
Which of the following structural systems is most appropriate?

- A. Interstitial trusses
- B. Precast concrete planks
- C. Plate girders
- D. Composite floor beams

Answer: A

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:
Interstitial trusses provide a structural space between floors specifically designed for mechanical and electrical systems, allowing future repairs and alterations without disrupting hospital routines. This system supports large spans and offers flexible layouts, aligning well with the hospital's needs.
Plate girders (B) and composite beams (C) do not inherently provide interstitial spaces and can limit flexibility.
Precast concrete planks (D) are durable but limit access to mechanical systems, increasing disruption during maintenance.
Therefore, interstitial trusses best support minimal disruption and structural flexibility.
References:
ARE 5.0 PPD - Building Systems and Assemblies
The Architect's Handbook of Professional Practice, 15th Edition - Structural Systems for Healthcare

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NEW QUESTION # 75
A site has been engineered with a 1:20 grade.
Which of the following sidewalk designs would be the most cost-effective way to get from the top to the bottom and still be in compliance with the accessibility standards?

- A. At the same grade as the slope with no handrail
- B. Cutting diagonally across the slope at 1:10 with a handrail
- C. Switchback ramps at 1:12 with a handrail
- D. Cutting diagonally across the slope at 1:12 with no handrail

Answer: D

Explanation:
Comprehensive and Detailed Explanation From Exact Extract:
A 1:20 slope means a 5% grade (1 vertical unit per 20 horizontal units), which is slightly steeper than the ideal maximum slope for accessible ramps.
* Option C: Cutting diagonally across the slope at 1:12 (~8.33%) slope without a handrail is the most cost-effective design that still complies with accessibility standards. According to the Americans with Disabilities Act (ADA) and ICC A117.1, the maximum slope for an accessible ramp is 1:12. Handrails are required on ramps with a rise greater than 6 inches (150 mm). If the rise is less than 6 inches, handrails are not required.
Because the diagonal cut reduces the slope to 1:12 and the total rise is likely less than 6 inches given the gentle 1:20 original slope, handrails are not mandatory, making this solution economical and code compliant.
* Option A: Switchback ramps at 1:12 with handrails are compliant but more expensive due to increased construction complexity and space requirements.
* Option B: A 1:10 slope (10%) exceeds the maximum allowed slope for accessible ramps and requires handrails, thus non-compliant.
* Option D: Following the existing 1:20 slope without modification does not provide the maximum accessibility slope and may be acceptable but might not comply with certain stricter local codes for ramps.
Therefore, Option C balances accessibility, cost, and compliance optimally.
References:
ARE 5.0 Project Planning & Design Content Outline: Environmental Conditions and Context - Site Accessibility and Grading ADA Standards for Accessible Design (2010) ICC A117.1 Accessibility Standards The Architect's Handbook of Professional Practice, 15th Edition, Chapter 7: Site Planning and Accessibility

NEW QUESTION # 76
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