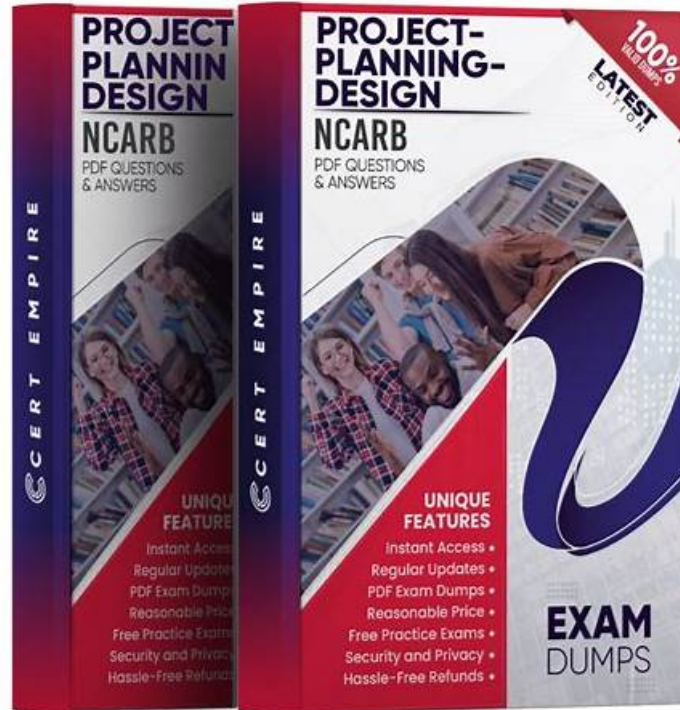


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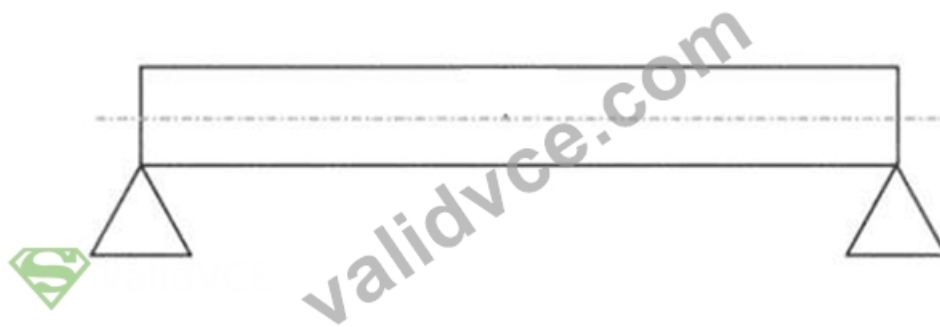
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NCARB ARE 5.0 Project Planning & Design (PPD) Sample Questions (Q13-

Q18):

NEW QUESTION # 13

Click on the area of the concrete beam elevation where steel reinforcing will most improve the beam's span capability.



Answer:

Explanation:



NEW QUESTION # 14

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 During the city planning review process, the city planner discovers that two of the building elevations deviate from the building design requirements set forth in the Planned Development Document. The owner is granted a variance for only one of the non-compliant facades. The facade must face the Pedestrian Access Easement.

- A. Southwest Elevation
- B. Northeast Elevation
- C. Northwest Elevation
- D. Southeast Elevation

Answer: C

Explanation:

The northwest elevation faces the Pedestrian Access Easement as per site and plan documents.

Variances for facade non-compliance are typically granted where they impact the pedestrian experience.

Therefore, the facade requiring the variance must face this easement to comply with PD and planning conditions.

The other elevations (A, C, D) do not face the pedestrian access and thus do not qualify.

References:

Planned Development Document

City Planning Review Documentation

ARE 5.0 PPD - Codes and Regulations, Planned Developments

NEW QUESTION # 15



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. 150 ft per minute
- B. 130 ft per minute

- C. 170 ft per minute
- D. 110 ft per minute

Answer: A

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 # 16

Which of the following is the most effective way to reduce noise in mechanical air delivery systems?

- A. Provide exterior duct insulation
- B. Reduce the free area of the supply air grille
- C. Increase the size of the ductwork

Answer: C

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Noise in mechanical air delivery systems is often caused by high air velocity and turbulence within ducts, which generate sound that can be transmitted to occupied spaces.

Increasing the size of the ductwork (A) lowers the air velocity for a given volume of air flow, which reduces turbulence and noise generation inside the duct. Larger ducts allow air to move more quietly and efficiently.

Exterior duct insulation (B) can reduce noise transmission through the duct walls but is less effective at controlling the noise generated by airflow itself inside the duct.

Reducing the free area of the supply air grille (C) increases velocity at the grille, potentially increasing noise at the outlet and causing discomfort.

Therefore, the most effective strategy is increasing duct size to reduce air velocity and noise.

References:

ARE 5.0 PPD - Building Systems and Assemblies, HVAC and Acoustics

NEW QUESTION # 17

Comprehensive recycling of materials from building demolition is primarily limited by which one of the following?

- A. Relatively high labor costs compared to cost of raw materials
- B. Lack of market for some recycled materials such as concrete and steel
- C. Technical difficulties of recycling more than 20% of demolition material
- D. Difficulty associated with specifying recycling requirements

Answer: A

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Although recycling building materials is environmentally beneficial, the relatively high labor costs for sorting, processing, and handling

recycled materials often limit comprehensive recycling efforts. Raw materials can be cheaper, discouraging extensive recycling unless incentives or regulations exist.

Technical difficulties (A) and market availability (D) have been improved over time.

Specifying recycling (C) is a design phase task but is not the primary practical limitation.

References:

ARE 5.0 PPD - Environmental Conditions and Context, Sustainable Design

The Architect's Handbook of Professional Practice, 15th Edition - Demolition and Recycling

NEW QUESTION # 18

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