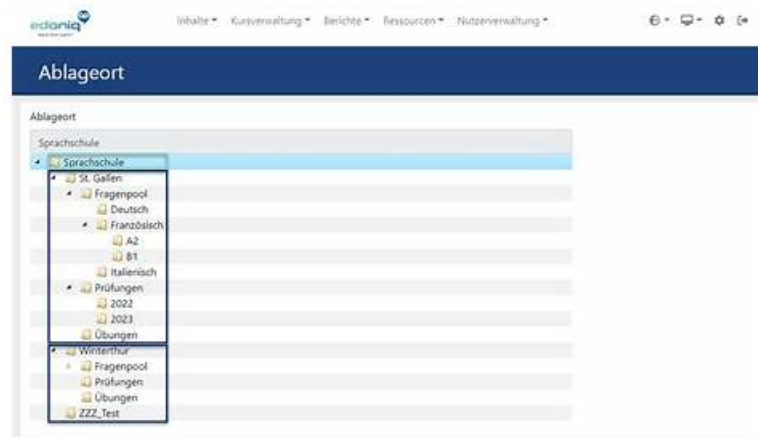


Project-Planning-Design Demotesten - Project-Planning-Design Online Prüfungen



Nachdem Sie die Demo unserer NCARB Project-Planning-Design probiert haben, werden Sie sicherlich getrost sein. Sie brauchen nicht mehr Sorge darum machen, wie die Prüfungsunterlagen der NCARB Project-Planning-Design nachzusuchen. Außerdem brauchen Sie nicht bei der Vorbereitung darum sorgen, dass die Unterlagen veraltet sind, weil wir Ihnen einjährigen Aktualisierungsdienst gratis anbieten. Sofort nach der Aktualisierung der NCARB Project-Planning-Design Prüfungssoftware geben wir Ihnen Bescheid. Deshalb können Sie immer die neuesten Prüfungsunterlagen benutzen. Sie dürfen sich ohne Sorge auf die Prüfung konzentriert vorbereiten.

Es gibt viele Methoden, die Ihnen beim Bestehen der NCARB Project-Planning-Design Zertifizierungsprüfung helfen. Eine geeignete Methode zu wählen bedeutet auch eine gute Garantie. ZertFragen bietet Ihnen gute NCARB Project-Planning-Design Trainingsinstrumente und Schulungsunterlagen von guter Qualität. Die NCARB Project-Planning-Design Prüfungsfragen und Antworten von ZertFragen werden nach dem Lernprogramm bearbeitet. So sind sie von guter Qualität und besitzt zugleich eine hohe Autorität. Sie werden Ihnen helfen, die Prüfung sicher zu bestehen. ZertFragen wird auch die Prüfungsmaterialien zur NCARB Project-Planning-Design Zertifizierungsprüfung ständig aktualisieren, um Ihre Bedürfnisse abzudecken.

>> Project-Planning-Design Demotesten <<

Project-Planning-Design Online Prüfungen & Project-Planning-Design Prüfungsunterlagen

Das Prüfungszertifikat für NCARB Project-Planning-Design wird immer wichtiger in dieser schärf konkurrierten IT-Branche als denn je. Wählen Sie ZertFragen, garantieren wir Ihnen, dass Sie die NCARB Project-Planning-Design Prüfung einmalig zu bestehen. Wir werden Ihnen alle Ihren bezahlten Summe zurückgeben, entweder Sie die NCARB Project-Planning-Design Prüfung nicht bestehen, oder die Testaufgaben von NCARB Project-Planning-Design irgend ein Qualitätsproblem haben. Worauf warten Sie noch? Für Ihren IT-Traum bitte ergreifen Sie schnell Maßnahmen.

NCARB Project-Planning-Design Prüfungsplan:

Thema	Einzelheiten
Thema 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.
Thema 2	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.

Thema 3	• 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.
Thema 4	• 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.
Thema 5	• 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.

NCARB ARE 5.0 Project Planning & Design (PPD) Project-Planning-Design Prüfungsfragen mit Lösungen (Q34-Q39):

34. 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





Which of the following design solutions best addresses the client's concerns related to building orientation, vehicular circulation, and future expansion?

- A. Separate vehicular traffic by type with dedicated access points, place the main entrance facing northwest toward parking for convenient access, and locate service equipment on the southeast facade screened as per PD requirements.
- B. Cluster patient and emergency vehicle access on the northwest facade with the main entrance adjacent, position staff and service access on the northeast, and minimize the pedestrian plaza to maximize parking area.
- C. Position the main entrance on the northeast facade to align with future Phase 2 development, route all vehicular traffic through a centralized loop road, and locate service equipment behind the building without screening to reduce costs.
- D. Locate all vehicular traffic access on one side of the site to simplify circulation and position the main entrance on the southeast facade facing the highway for maximum visibility.

Antwort: A

Begründung:

Comprehensive and Detailed Explanation From Exact Extract:

The design must balance client priorities, regulatory requirements, and site conditions:

* Vehicular Circulation: Separating traffic flows by function reduces conflicts and improves safety- patients, staff, deliveries, and emergency vehicles each require distinct circulation paths.

* Building Orientation: The main entrance facing northwest towards parking prioritizes user convenience, even if this orientation has less highway visibility. The southeast facade, visible from the highway, is dedicated to service equipment screened per PD document restrictions.

* Pedestrian Plaza: Providing a pedestrian plaza connected to mixed-use development sidewalks, with bicycle parking and bus stop, aligns with site accessibility and transit integration goals.

* Future Expansion: Positioning the site elements to accommodate Phase 2 on the adjacent southwest vacant site facilitates growth without major disruption.

* Screening and Material Use: Service equipment screening and adherence to PD exterior material percentages maintain design compliance.

* Acoustical Privacy: The layout supports departmental adjacency and separation for privacy, crucial in healthcare design.

* Option B best addresses these concerns and reflects the project's functional, regulatory, and contextual needs as outlined in NCARB ARE 5.0 Project Integration and Site Planning content.

References:

ARE 5.0 Project Planning & Design Content Outline: Project Integration of Program and Systems - Site Planning and Circulation

City-approved Planned Development Document ADA Standards for Accessible Design The Architect's Handbook of Professional

Practice, 15th Edition, Chapters 6 and 7 on Site Design and Program Integration

35. Frage

Which existing site elements are most important to locate in preparing a schematic design phase site plan for an adaptive reuse project?

- A. Structures and site improvements to be removed
- B. Structures and site elements programmed to remain
- C. Utilities and services

Antwort: B

Begründung:

Comprehensive and Detailed Explanation From Exact Extract:

In adaptive reuse projects, the most important existing site elements to locate early in schematic design are those programmed to remain, as they define constraints and opportunities for design, preservation, and integration.

Structures to be removed (A) are important but secondary as they will not impact final design.

Utilities and services (B) are critical but often identified after understanding existing building layout.
Focusing on elements to remain ensures the design respects existing conditions and capitalizes on retained assets.
References:

ARE 5.0 PPD - Project Integration of Program and Systems, Adaptive Reuse
The Architect's Handbook of Professional Practice, 15th Edition - Site Analysis

36. Frage

An architect is selecting a mechanical system for the first floor of a hotel in a temperate climate. They must consider the following:

- * The building footprint covers 95% of the small urban site.
- * The first floor has an open floor plan that includes a lobby, bar, and restaurant.
- * The plan can only accommodate one 500 sf mechanical room.

What mechanical system should the architect recommend?

- A. Variable refrigerant flow system
- B. Packaged terminal air conditioners
- C. Geothermal heat pump

Antwort: A

Begründung:

Comprehensive and Detailed Explanation From Exact Extract:

Variable Refrigerant Flow (VRF) systems are ideal for buildings with space constraints and diverse internal loads. They provide zoned heating and cooling from a compact mechanical room and allow flexibility with open floor plans by serving multiple zones with variable refrigerant volumes.

Geothermal heat pumps (A) require larger mechanical or ground loop spaces and are less practical in tight urban footprints.

Packaged terminal air conditioners (B) serve individual rooms and require space for multiple units and wall penetrations, which may not be feasible in this context.

Hence, VRF systems balance space efficiency, energy performance, and zoning flexibility.

References:

ARE 5.0 PPD - Building Systems and Assemblies, HVAC Systems

The Architect's Handbook of Professional Practice, 15th Edition - Mechanical Systems

37. Frage

To reduce embodied energy in a 500-unit redevelopment, the architect should create a strategy to include which of the following?
Check the three that apply.

- A. Construct buildings and infrastructure from local and low-energy materials where possible
- B. Decrease the percentage of high-rise units
- C. Re-use existing buildings and structures wherever possible
- D. Increase the percentage of single-story units
- E. Use simple geometric structures
- F. Orient the building to create transitional spaces within the development

Antwort: A,C,E

Begründung:

Comprehensive and Detailed Explanation From Exact Extract:

Reducing embodied energy involves strategies that minimize new material production and transportation impacts:

Re-using existing buildings (A) avoids new material consumption and demolition waste.

Using local and low-energy materials (C) reduces transportation energy and energy-intensive materials.

Simple geometric structures (F) use fewer materials and minimize complexity, lowering embodied energy.

Orientation and transitional spaces (B) mainly affect operational energy, not embodied energy.

Altering the proportion of high-rise or single-story units (D, E) affects land use and operational efficiency more than embodied energy.

NCARB emphasizes these strategies in sustainable design practices.

References:

ARE 5.0 PPD - Environmental Conditions and Context, Sustainable Design

The Architect's Handbook of Professional Practice, 15th Edition - Sustainable Building Materials

38. Frage

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

Antwort: B

Begründung:

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

39. Frage

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Um Ihnen bei der Vorbereitung der NCARB Project-Planning-Design Zertifizierungsprüfung zu helfen, haben wir umfassende Kenntnisse und Erfahrungen. Die von uns bearbeiteten Fragenkataloge werden Ihnen helfen, das Zertifikat leicht zu erhalten. Die Schulungsunterlagen von ZertFragen umfassen die freie Tests, Fragen und Antworten, Übungen sowie Lerntipps zur NCARB Project-Planning-Design Zertifizierungsprüfung.

Project-Planning-Design Online Prüfungen: https://www.zertfragen.com/Project-Planning-Design_pruefung.html

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