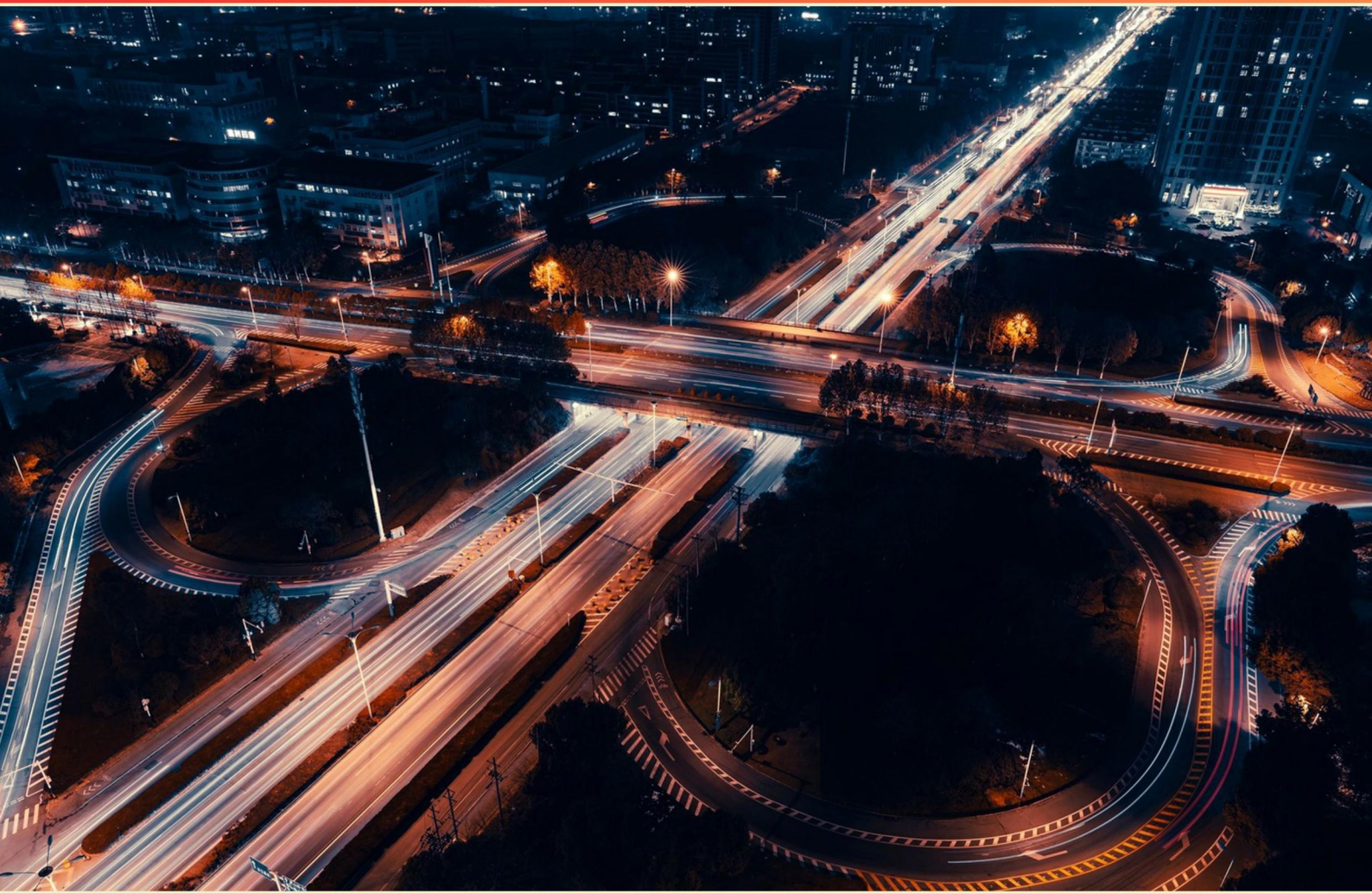


AICP FUNCTIONAL AREAS OF PLANNING PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://aicpfunctionalareasofplanning.examzify.com>



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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. Radburn, New Jersey began construction in 1928 and was designed by which pair?**
 - A. Le Corbusier and Mies van der Rohe
 - B. Clarence Stein and Henry Wright
 - C. Frank Lloyd Wright and Louis Sullivan
 - D. Jane Jacobs and Robert Moses
- 2. What is the most effective strategy to reduce the urban heat island effect in a city?**
 - A. Increase pavement area to reflect heat
 - B. Add more parking to shade heat
 - C. Build more glass towers to shade streets
 - D. Expand tree canopy and green infrastructure, plus cool roofs and reflective pavements
- 3. Which financing approach captures increases in surrounding land values to fund transit-oriented development?**
 - A. General operating budget transfers
 - B. Sales tax revenue earmarked for roads only
 - C. Value capture mechanisms (e.g., special districts or TIF)
 - D. User fees for commuters
- 4. What is the approximate range for the Single Family Residential average vehicle trip rate?**
 - A. 7.9
 - B. 9.1-10.2
 - C. 6.0
 - D. 3.5
- 5. Which housing type has the second-highest average vehicle trips per unit?**
 - A. Duplexes and Townhomes
 - B. Planned Unit Developments
 - C. Apartments
 - D. Condominiums

6. Which city is the wettest in the United States by average annual rainfall?

- A. San Francisco
- B. Seattle
- C. New Orleans
- D. Buffalo

7. Which color represents industrial utilities on a land use map?

- A. Yellow
- B. Brown
- C. Blue
- D. Gray

8. What defines an urbanized area?

- A. 50k or more population with a core density of 1k per square mile
- B. 10k or more population with a core density of 2k per square mile
- C. 100k or more population with a core density of 1k per square mile
- D. 25k or more population with a core density of 500 per square mile

9. Using the described Public Land Survey method, what is the size of the property described as S1/2 of the NW1/4 of the SE1/4 of Section 12, Township 8 North, Range 6 West?

- A. 10 acres
- B. 40 acres
- C. 20 acres
- D. 80 acres

10. In risk assessment for development projects, which factor is least relevant for economic development planning?

- A. Speculative meteorological conditions
- B. Market demand
- C. Costs
- D. Political risk

Answers

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1. B
2. D
3. C
4. B
5. B
6. C
7. D
8. A
9. C
10. A

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Explanations

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1. Radburn, New Jersey began construction in 1928 and was designed by which pair?

- A. Le Corbusier and Mies van der Rohe
- B. Clarence Stein and Henry Wright**
- C. Frank Lloyd Wright and Louis Sullivan
- D. Jane Jacobs and Robert Moses

Radburn embodies early garden-city planning adapted for a suburb. Construction began in 1928, and the master plan was created by Clarence Stein and Henry Wright, leaders of the Regional Planning Association of America. Their design emphasizes a pedestrian-oriented layout: homes arranged around green courtyards with a network of footpaths that separate pedestrians from vehicular streets, and a superblock/cul-de-sac pattern that concentrates traffic on peripheral roads while preserving safe, car-free routes to shops, schools, and parks. This "neighborhood unit" approach aimed to foster community and safety through thoughtful separation of uses and movement. The other listed pairs are associated with different movements or eras—Le Corbusier and Mies van der Rohe with modernist architecture; Frank Lloyd Wright and Louis Sullivan with early U.S. architectural practice; Jane Jacobs and Robert Moses with later urbanist debates—so the designers of Radburn were Clarence Stein and Henry Wright.

2. What is the most effective strategy to reduce the urban heat island effect in a city?

- A. Increase pavement area to reflect heat
- B. Add more parking to shade heat
- C. Build more glass towers to shade streets
- D. Expand tree canopy and green infrastructure, plus cool roofs and reflective pavements**

Mitigating urban heat island effects relies on both reducing heat gain and boosting cooling through vegetation. The most effective strategy combines expanding the tree canopy and green infrastructure with cool roofs and reflective pavements. Trees and plants shade surfaces, drive evapotranspiration, and lower surrounding air temperatures, while green spaces store less heat and improve microclimates. Cool roofs and reflective pavements raise the albedo of buildings and streets, meaning they absorb less solar energy and stay cooler during the day. Together, these approaches tackle the problem from multiple angles: less heat is absorbed, more heat is removed, and the overall urban temperature is lowered, which also reduces energy demand for cooling and improves air quality. Options that increase paving or rely on glass-shadowing strategies tend to worsen or minimally improve the problem. More pavement area stores and radiates more heat; increasing parking shading doesn't change the underlying heat storage of impervious surfaces; large glass towers can trap heat, create canyon effects, and increase cooling loads, sometimes amplifying heat reflected back into the street.

3. Which financing approach captures increases in surrounding land values to fund transit-oriented development?

- A. General operating budget transfers
- B. Sales tax revenue earmarked for roads only
- C. Value capture mechanisms (e.g., special districts or TIF)**
- D. User fees for commuters

Capturing increases in surrounding land value to fund transit-oriented development relies on value capture techniques that tap the uplift created by transit investments. These methods collect a share of the higher real estate values around a transit project—so the benefits of improved accessibility help pay for the project and related development. Examples include special financing districts that levy taxes or assessments based on value, or Tax Increment Financing where the extra tax revenue generated by higher property values is used to support bonds for the project. This approach aligns funding with the public benefits produced by TOD. General operating budget transfers move existing funds around and aren't tied to the land value gains from transit. A sales tax earmarked for roads only establishes a dedicated source for road projects and doesn't specifically capture the uplift from TOD. User fees for commuters collect charges from those who use the service, not the increased land value created by the investment.

4. What is the approximate range for the Single Family Residential average vehicle trip rate?

- A. 7.9
- B. 9.1-10.2**
- C. 6.0
- D. 3.5

The key idea is that each dwelling unit has an average number of vehicle trips generated per day, used to estimate traffic impacts. For single-family detached housing, households typically generate about nine to ten trips per day. That makes the range of roughly 9.1 to 10.2 trips per dwelling unit per day the best match, aligning with published ITE trip-generation data for single-family residential. The other options fall outside because 7.9 is lower than the typical single-family average, 6.0 is more characteristic of multi-family housing, and 3.5 is far below realistic daily trip counts for a dwelling unit.

5. Which housing type has the second-highest average vehicle trips per unit?

- A. Duplexes and Townhomes
- B. Planned Unit Developments**
- C. Apartments
- D. Condominiums

Vehicle trips per dwelling unit vary with how a housing type is designed and how people typically get around in that development. In trip-generation studies, dense, walkable forms like apartments and condominiums usually generate fewer vehicle trips per unit because residents can satisfy many needs on foot or with shared facilities, and there's less reliance on private cars per household. Among the options, duplexes and townhomes tend to produce the most trips per unit, while planned unit developments fall in the middle. PUDs often mix housing with some density but are not always as pedestrian-friendly or as compact as the densest multifamily forms, so their per-unit trips are higher than apartments or condominiums but lower than the highest category. That placement makes planned unit developments the second-highest in average vehicle trips per unit.

6. Which city is the wettest in the United States by average annual rainfall?

- A. San Francisco
- B. Seattle
- C. New Orleans
- D. Buffalo

Understanding how we measure wetness in cities means looking at average annual precipitation, which includes rain and melted snow. This total is what many climate rankings use, not rainfall alone. Among these cities, San Francisco and Seattle are relatively dry compared with the others. San Francisco gets only about 20 inches of precipitation per year. Seattle is wetter, around 40 inches. New Orleans is very rainy, with roughly 60 inches annually, especially muddying the late-summer and hurricane season. Buffalo stands out because its annual precipitation is among the highest in these options—roughly in the 80s to 90s inches—largely thanks to lake-effect precipitation from nearby Lake Erie, which brings a lot of snow in winter that adds to the yearly total when melted. So, when considering average annual precipitation (rain plus snow), Buffalo is the wettest among the listed cities. If you were measuring rainfall alone (excluding snow), rankings could shift, but total precipitation is the common measure used for “wettest.”

7. Which color represents industrial utilities on a land use map?

- A. Yellow
- B. Brown
- C. Blue
- D. Gray

Color coding on land use maps is designed so you can read the map at a glance, with each color representing a type of land use. Gray is used for industrial utilities because it signals built infrastructure—factories, power facilities, warehouses, and utility corridors—without implying residential or natural features. It also contrasts well with colors like yellow (residential), green (parks/open space), and blue (water or sometimes transportation), making the industrial/utility category stand out clearly. While map schemes can vary, gray has become a common, neutral choice for these uses because it's easy to reproduce and distinguish in different contexts.

8. What defines an urbanized area?

- A. 50k or more population with a core density of 1k per square mile
- B. 10k or more population with a core density of 2k per square mile
- C. 100k or more population with a core density of 1k per square mile
- D. 25k or more population with a core density of 500 per square mile

An urbanized area is defined as a densely settled urban territory that contains 50,000 or more people and has a core density of at least 1,000 people per square mile. This combination ensures the area has both a substantial population and a genuinely dense, urban core rather than being a loosely developed region. The population threshold distinguishes urbanized areas from smaller urban clusters, while the core-density threshold ensures the central area is truly densely built up. The other options fall short because they either don't meet the minimum population requirement or use a density that doesn't reflect a dense urban core.

9. Using the described Public Land Survey method, what is the size of the property described as S1/2 of the NW1/4 of the SE1/4 of Section 12, Township 8 North, Range 6 West?

- A. 10 acres
- B. 40 acres
- C. 20 acres
- D. 80 acres

In the Public Land Survey System, a section is 640 acres, and its quarters are 160 acres each. A quarter of a quarter is 40 acres, and taking half of that gives 20 acres. The piece described is the south half of the northwest quarter of the southeast quarter of Section 12. Start with the SE quarter (160 acres), then the NW quarter of that SE quarter ($1/4$ of 160 = 40 acres), then the south half of that NW quarter ($1/2$ of 40 = 20 acres). So the correct size is 20 acres.

10. In risk assessment for development projects, which factor is least relevant for economic development planning?

- A. Speculative meteorological conditions
- B. Market demand
- C. Costs
- D. Political risk

In risk assessment for economic development planning, the focus is on factors that directly influence a project's profitability and feasibility. Market demand indicates whether there will be enough buyers or users to generate revenue, which drives revenue projections. Costs determine the required capital and ongoing expenses, shaping profitability and break-even points. Political risk affects the investment climate—regulatory stability, permits, taxes, and potential expropriation can all alter returns and timelines. Speculative meteorological conditions, while relevant for engineering design or long-term climate resilience, do not by themselves determine economic viability in the planning stage. They are uncertain environmental variables that are less central to assessing whether an economic development project will be financially feasible, so they are least relevant in this context.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://aicpfunctionalareasofplanning.examzify.com>

We wish you the very best on your exam journey. You've got this!

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