

# Land Use Compatibility Chart

	<i>I = Impact</i>	<i>P = Possible Impact</i>	<i>N = No Impact</i>		
Land Uses	Noise Sensitivity	Concentration of People	Tall Structures	Visual Obstructions	Wildlife & Bird Attractants
Residential Activities					
<b>Residential Uses</b>	<b>I</b>	<b>I</b>	<b>P</b>	<b>P</b>	<b>P</b>
<b>Commercial Activities</b>	<b>I</b>	<b>I</b>	<b>P</b>	<b>P</b>	<b>P</b>
<b>Industrial and Mining Activities</b>	<b>N</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>
<b>Institutional Activities</b>	<b>I</b>	<b>I</b>	<b>I</b>	<b>I</b>	<b>I</b>
<b>Infrastructure/Utilities/Energy Production Activities</b>	<b>N</b>	<b>N</b>	<b>I</b>	<b>I</b>	<b>P</b>
<b>Agriculture and Open Space Activities</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>I</b>	<b>I</b>
<b>Parks and Recreation Activities</b>	<b>I</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>

Source: Mead & Hunt, Inc. from ACRP Report 27 *Enhancing Airport Land Use Compatibility*