The Fit between Rentals and Renters

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INTRODUCTION
Since the creation of zoning codes, communities have been regulating how the surface of the earth is used, yet little research has been done on how that use is succeeding in achieving desirable conditions.

In other words, the concept of how land is used has been well thought out, but how that use is landed deserves more attention.

Specifically, the use of housing compatible to its residents matters.

Advocating for the appropriate fit between residents and their lodging can make the difference between areas plagued by lengthy commutes, unaffordable units, empty city centers, and scarce amenities, to those with a high quality of life and well-being for inhabitants.

Once Ohio renter populations occupy units that fit, the economy and environment will be sustainably operating aiding the retention and attraction of residents.

AIM
Transform Ohio into a state fitted for the highest quality of life by understanding the compatibility between rentals and renters then advocating for informed changes.

METHODS
With IPUMS’s microdata in partnership with AllTransit scores, areas of 100,000 people (PUMAs) within Ohio are analyzed for compatibility. The focal measures are:

- **Space**: analyzed through overcrowding (more than 2 people per bedroom) and under occupancy (less than 1 person per bedroom)
- **Affordability**: measured by the factor of cost burden (spending more than 30% of income on housing)
- **Transit**: based on a score from AllTransit metrics (a system-wide snapshot of the collective impact transit agencies have on jobs, economy, transit quality, equity, and health)

Maps display region’s transit scores and the percent of renter populations experiencing overcrowding, under occupancy, and cost burden. A chart was created to compare 7 PUMAs ranging from urban to rural against the state. Profiles of renters from the 5 most common renter occupations create a personal representation of renter realities.

RESULTS

**Ohio Renters**

- **Residents rent less than own**
- **Females are the majority of renters**
- **Urban areas hold the most renters**
- **Mean year of rental construction is 1964**

**Space**
- **A suitable fit of mean of bedrooms and people exists**
- **13.51% of Ohio renters are in overcrowded units**
- **27.52% of Ohio renters are in under occupied units**

**Affordability**
- **Renters’ mean income is $30,000 yearly**
- **Nearly 50% of Ohio renters are cost burdened**
- **Mean rent for coveted 2 bedroom units exceeds the mean 30% threshold for renter incomes**

**Transit**
- **Rural areas lack all forms of public transit**
- **Urban areas score the highest, yet most of Ohio cities lack sufficient transit options**
- **Personal auto mobiles are the dominate travel option throughout Ohio**

**Themes**
- **Ohio transit does not score well besides cities experiencing a current incline in population**
- **Cities are creating the most units within recent years, almost exclusively with 3 bedrooms or less**
- **Under occupancy and overcrowding scar each PUMA**
- **Affordability is the largest hindrance for compatibility**
- **The most common renters are single income earners**
- **Children greatly impact renters**

CONCLUSIONS

Smaller cities that blur lines of suburban characteristics (Massillon) do the best at balancing compatibility from the combination of transit, occupancy of space, and affordability.

Ohio has yet to succeed in achieving full compatibility between renters and rentals. Because the market is long established, shifts towards better use of space, funds, and travel in the industry will take time. To start fresh and create new units is not the universal solution. Ohio renting households are relatively small, therefore any new developments should be focused on fewer bedrooms per unit but keep in mind affordability. Transit is not commonly utilized, but should become desirable.

The role of children make living expenses a larger concern. With a majority of single or divorced renters with kids, space becomes challenging on both ends of the spectrum. Means of making transit more viable even admits cities is stressed through the profiles.

Housing can no longer be isolated from the factor of opportunity. The economy, job hubs, transit access, and size of units and families should be weighted alongside each other.

BIBLIOGRAPHY

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