



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.

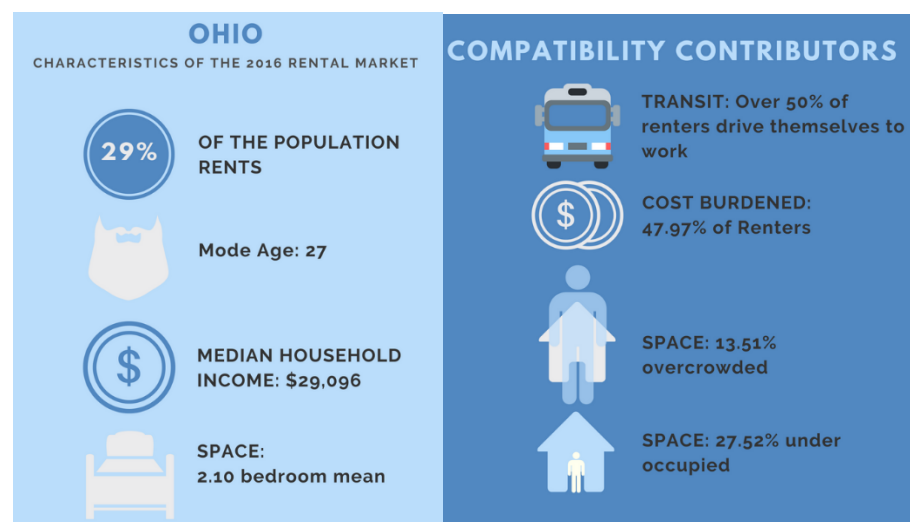
Advocating for the appropriate fit between residents and their lodging can make the difference between areas plagued by lengthy commutes, unaffordable units, empty city centers, and scarce amenities, to those with a high quality of life and well-being for inhabitants.

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.

Renting in Ohio



The above profile was created for all 7 of the PUMAs selected for a deeper analysis. The left side depicts general characteristics while the right fits characteristics together to access compatibility. In column 3 of this poster, a chart is displayed for PUMA comparison. Blue indicates values below, peach is above, and yellow is equal to the state.

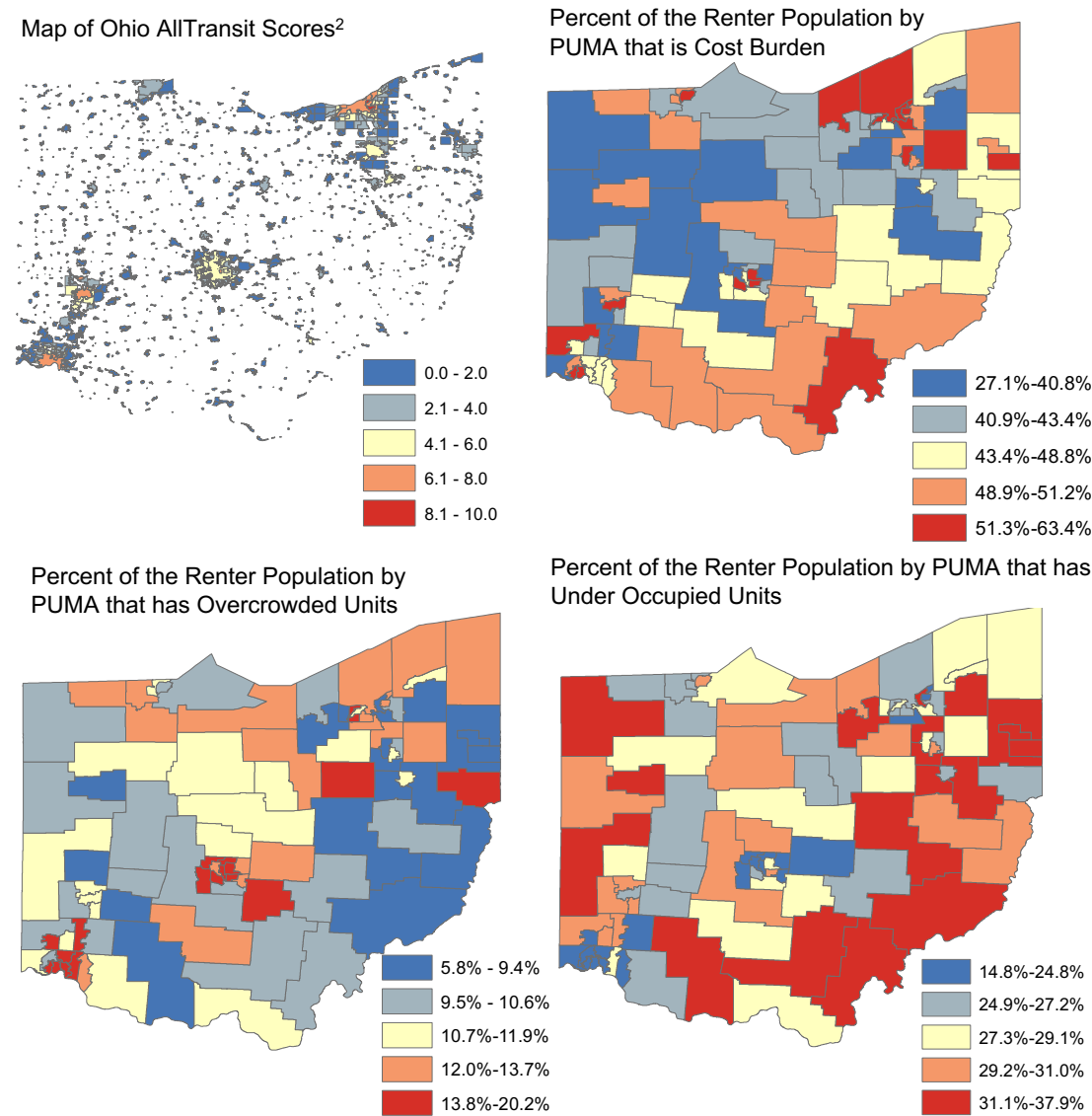
METHODS

With IPUMS¹ microdata in partnership with AllTransit scores, areas of 100,000 people (PUMAs) within Ohio are analyzed for compatibility. The focal measures are:

- Space**- assessed 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.

The state of Ohio



The maps above are all on scales with dark blue anchoring values closest to 0 sliding to dark red marking high values. Map 1 is mapped by the geographical boundary "places". The breaks in scale for maps 2-4 are based on quantile values.

Comparing Ohio Regions

Location	Ohio	Cleveland City Central	Toledo City East	Columbus City Central	Cincinnati City Central	Scioto and Lawrence Counties	Marion, Knox and Morrow Counties	Stark County (West), Massillon City
Classification	State	Urban	Urban	Urban	Urban	Rural	Rural	Suburban
PUMA	906	500	4105	5504	5100	2800	3100	
Population	11,257,867	122,503	129,357	102,933	113,941	129,409	158,834	135,433
Renters	3,294,719	70,596	64,047	54,799	70,270	32,106	36,382	28,993
Percent Renters	29.00	57.62	49.51	53.23	61.67	24.81	22.90	21.41
Percent Male	43.00	43.24	38.71	52.72	45.51	43.81	39.92	45.38
Percent Female	57.14	56.75	61.29	47.3	54.48	56.19	60.08	54.62
Mode Age of Renters	27	30	25	23	25	31	32	24
Median Age of Renter	41	40	41	28	37	44	45	43
Mean Year of Unit Latest Year Unit Constructed	1963	1953	1951	1961	1956	1956	1964	1967
Mean Number of People per Unit	2.203	2.145	2.346	1.857	1.929	2.302	2.340	2.118
Mean Number of Bedrooms per Unit	2.102	2.056	2.273	1.875	1.726	2.167	2.226	2.127
Percent Overcrowding	13.51	12.83	9.66	15.8	20.22	10.91	11.76	12.72
Percent Under Occupancy	27.52	25.13	31.00	22.09	14.84	28.66	28.76	32.25
Median Cost of 2 Bedroom	9,024	8,148	7,788	8,784	6,936	6,024	6,204	8,640
30 Percent of Median Renter Income	8,729	6,000	5,070	10,036	6,272	6,461	7,299	10,025
Median Renter Income	29,096	20,000	16,900	33,452	20,907	21,535	24,331	33,417
Percent Cost Burdened	47.97	52.74	59.06	47.97	54.00	48.98	50.58	39.93
AllTransit Score Jobs Accessible in 30min	---	9.3	3.1	9.1	6.8	0	0	3.5
		245,585	54,177	327,842	214,895	0	0	42,007

RESULTS

General

- 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

Ohio 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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- Center for Neighborhood Technology 2016, AllTransitTM, alltransit.cnt.org