

(Research/Review) Article

Evaluating the Revitalization of Medan's Kesawan Area Through the Lens of The Finding Lost Space Theory

Nazri Fahmi ¹, Cut Nuraini ^{2*}, and Abdi Sugiarto ³¹ Student, Magister of Regional and Urban Planning, Universitas Pembangunan Panca Budi, Medan, North Sumatera, Indonesia ; e-mail : nazrifahmi@gmail.com² Lecturer, Magister of Regional and Urban Planning and Department of Architecture, Universitas Pembangunan Panca Budi, Medan, North Sumatera, Indonesia ; e-mail : cutnuraini@dosen.pancabudi.ac.id³ Lecturer, Magister of Regional and Urban Planning, Universitas Pembangunan Panca Budi, Medan, North Sumatera, Indonesia ; e-mail : abdi_sugiarto@dosen.pancabudi.ac.id

* Corresponding Author : Cut Nuraini

Abstract: This research is an evaluative study of the old urban area of Kesawan in Medan City, which has been part of the city's revitalization efforts initiated by the Medan City Government. Kesawan possesses strong historical and colonial architectural character but has undergone functional and visual degradation due to uncontrolled modern urban development. One of the key issues identified is the presence of inactive urban spaces, disconnected from the public realm and lacking social meaning—phenomena recognized in urban theory as lost space. This concept serves as the foundation for evaluating the effectiveness of the revitalization program implemented since 2021. The study employs a qualitative approach using a single-case study method, focusing on Kesawan as a complex urban space. Data were collected through field observations, in-depth interviews with five categories of informants (building owners, visitors, security personnel, street vendors, and architects), and visual documentation. The analysis adopts the theoretical framework of Finding Lost Space by Roger Trancik (1986), which comprises three main approaches: Figure-Ground Theory, Linkage Theory, and Place Theory. These were further elaborated into six evaluative indicators: connectivity, continuity and circulation, enclosure, accessibility, visual orientation, and the meaning and perception of space by the public. The findings indicate that revitalization has brought significant visual improvements and physical enhancements, particularly along the main corridor of Jalan Ahmad Yani I–VII. However, many secondary streets and non-priority areas still exhibit characteristics of lost space, such as disconnected pedestrian paths, underutilized voids, weak spatial integration, and limited social engagement. These conditions suggest that the revitalization outcomes remain uneven and predominantly cosmetic in certain areas. The study recommends integrating spatial and social approaches in future urban revitalization policies to ensure that public space functions can be restored holistically, sustainably, and contextually in line with local identity.

Keywords: Connectivity, Kesawan, Lost Space, Revitalization, Spatial Perception

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1. Introduction

The development of major cities in Indonesia over the past two decades reflects a complex dynamic across physical, social, and economic aspects. The rapid urbanization process has driven the expansion of built-up areas and the construction of modern infrastructure, often prioritizing economic growth acceleration over spatial and historical sustainability. In this modernization wave, historical urban areas rich in cultural heritage, architecture, and local identity tend to be marginalized and experience functional degradation. Many public spaces have lost their role as venues for social interaction, their spatial connection to the urban network has diminished, and they have transformed into empty spaces that no longer contribute meaningfully to urban life—a phenomenon known in urban design literature as lost space.

This concept was introduced by Roger Trancik in his book Finding Lost Space (1986), which critiques modern urban design for being overly technocratic and insensitive to spatial relationships, social meaning, and the user experience of space.

Trancik identifies that the loss of space function in cities often stems from an imbalance between built mass and open space, a lack of integration among urban elements, and the absence of meaning in public space use. Lost space emerges when urban design fails to consider human scale, lacks visual or functional connectivity, and does not contribute to a cohesive urban structure. Within this context, the Kesawan area in Medan serves as a clear example of dysfunctional urban space. Known as a historical and commercial hub since the Dutch colonial era, it is home to architectural landmarks such as the Tjong A Fie Mansion, Warenhuis Building, and Medan Post Office. However, in recent decades, Kesawan has suffered from declining social activity, visual degradation, and spatial fragmentation, resulting in various forms of lost space: disoriented street corridors, underutilized in-between spaces, and the erosion of social meaning in public areas.

To address these issues, the Medan City Government, through the Office of Housing, Settlements, and Spatial Planning (Perkimtaru), implemented the Kesawan Old Town Revitalization Program in 2023. This program not only focuses on physical transformation but also aims to address spatial, social, and economic challenges in a comprehensive manner. The goals of the revitalization include restoring Kesawan's function as green open space (GOS) and heritage zone, preserving historical buildings, boosting the local economy through heritage tourism and MSME empowerment, and strengthening Medan's identity as a city with rich cultural heritage. Interventions include repaving roads, widening sidewalks, installing landscape elements such as vintage street lamps and benches, repainting building façades, and limiting motor vehicle access during specific hours to create pedestrian-friendly zones.

Although the revitalization efforts have visually transformed the area and made it more orderly in appearance, critical questions arise regarding the effectiveness of the program in fully restoring the functions of public space. The success of revitalization cannot merely be measured through aesthetic improvements; it must also consider spatial connectivity among urban elements, continuity of circulation and orientation, accessibility, clarity of spatial boundaries (enclosure), as well as public perception and attachment to the revitalized spaces. This type of evaluation requires an approach that integrates morphological, functional, and symbolic dimensions.

In this regard, Roger Trancik's Finding Lost Space theory is used as the main theoretical foundation of the study. The theory offers a comprehensive evaluative framework through three approaches to urban spatial analysis: Figure-Ground Theory, which examines the balance between built mass and open space; Linkage Theory, which explores physical and visual connectivity among urban elements; and Place Theory, which emphasizes social meaning, identity, and public perception of space. Together, these three approaches provide a conceptual basis for evaluating how far the Kesawan revitalization has addressed the issue of lost space and succeeded in reactivating the old city as a functional, socially meaningful, and spatially integrated public realm. Therefore, this research aims to evaluate the effectiveness of Kesawan's revitalization based on the Finding Lost Space theory, offering a comprehensive picture of how well the urban transformation has revived the identity, function, and meaning of this historical area.

Based on the background above, the main problem addressed in this study concerns the extent to which the Kesawan revitalization program in Medan has been able to resolve issues of lost space resulting from the dysfunction of public space, spatial fragmentation, and the deterioration of the relationship between space and urban activities. To comprehensively understand this issue, the research formulates the following questions, which align with six evaluative dimensions derived from Roger Trancik's (1986) Finding Lost Space theory: 1) How is the level of spatial connectivity among public space elements in the Kesawan area after revitalization?; 2) To what extent has circulation continuity and spatial relations been realized through the revitalization program?; 3) Has the revitalization succeeded in creating clear and adequate enclosure within the public space structure?; 4) What is the current state of public accessibility to open spaces following physical interventions?; 5) Has the revitalization introduced effective orientation and visual guidance for urban space users?; 6) What are the public perceptions of the meaning and function of public spaces in Kesawan after revitalization?

This study aims to evaluate the effectiveness of the Kesawan area revitalization program (2023) in addressing the lost space phenomenon, namely the degradation of function, meaning, and spatial connectivity of public spaces in the urban core. The primary objective is to assess to what extent the revitalization interventions have been able to restore spatial structure, reactivate public space, and recover the social and visual value of the old city area based on the Finding Lost Space approach by Roger Trancik (1986). These objectives are further specified into the following six focus points: 1) Analyze the level of spatial connectivity among

public space elements in Kesawan post-revitalization, 2) Evaluate the continuity and circulation system of space, including relationships among public areas and buildings, 3) Assess the extent to which revitalization has created spatial enclosure that supports user orientation and comfort, 4) Examine the level of accessibility of public space for the general public following physical interventions, 5) Evaluate the clarity of orientation and the effectiveness of visual guidance in the Kesawan area post-revitalization, 6) Identify public perceptions and the meaning of public space as indicators of the revitalization's social and cultural success.

2. Preliminaries or Related Work or Literature Review

The purpose of this literature review is to elaborate on the main theoretical framework used as the foundation for evaluation, namely the Finding Lost Space theory proposed by Roger Trancik (1986). This theory serves as the principal analytical tool for assessing the success or failure of revitalization efforts in historical urban areas, including the Kesawan district in Medan. The theory's primary focus is on how urban design can either generate or eliminate underutilized spaces (lost space) and how such spaces can be reintegrated into the urban system through appropriate design strategies.

History and Concept of Lost Space in Urban Design Discourse

The concept of lost space is a significant theoretical discourse introduced by Roger Trancik in his seminal work *Finding Lost Space: Theories of Urban Design* (1986). The term is used to describe urban open spaces that have lost their function, meaning, and spatial connectivity within the overall urban structure. Trancik (1986:3) defines lost space as "the undesirable urban areas that are in need of redesign—anti-spaces, making no positive contribution to the surroundings or users." In this context, lost space refers to spatially unstructured areas that fail to support human activity and are generally neglected within the urban system.

This phenomenon emerged as a critique of modern urban planning approaches, which overly emphasized technical aspects and functional efficiency while neglecting spatial quality and the social value of public space. As such, understanding the historical development of urban form becomes essential in tracing the conceptual roots of lost space.

Historically, ancient Greek and Roman cities were designed based on integrated relationships between buildings and open space. In Greek cities, public spaces like the agora functioned as central hubs for social, economic, and political life, shaped by the surrounding built environment. Similarly, Roman forums served as structured public centers organized by radial street networks and grid patterns. These spatial patterns contributed to urban legibility and reinforced both visual and functional urban cohesion.

During the Medieval period, European cities grew organically, adapting to geographic contours and community needs. Although less formal than Roman planning, cities like Florence and Siena maintained spatial integration through interconnected buildings, narrow streets, and defined squares that created clear enclosure. Public spaces during this time had strong physical and social boundaries and played vital roles in fostering community interaction.

A significant transformation occurred during the Industrial and Modernist periods of the 20th century. Modernist approaches, such as Le Corbusier's "Towers in the Park" concept, emphasized functional zoning, high-rise buildings, and vast open spaces devoid of spatial orientation. This often resulted in spatial voids—residual areas between buildings that neither supported social life nor contributed to the visual legibility of the city.

Trancik (1986:4–6) argues that modern urban design has produced many lost spaces due to weak spatial structures and poor connectivity among urban elements. These spaces fail to support human activity, lack meaning, and are ineffective in linking different parts of the city. As he states: "Spaces that fail to connect, support pedestrian movement, or carry social meaning" (1986:5).

In response, Trancik proposes a new design paradigm that emphasizes the reintegration of urban spaces into meaningful, functional, and user-oriented systems. He advocates for urban design approaches that consider not only physical form but also social quality, historical value, and community perception of urban space.

Characteristics and Typologies of Lost Space

To systematically understand lost space, Trancik (1986) identifies several defining characteristics. First, lost space lacks a specific spatial function or program. Second, it is typically disconnected from primary circulation networks and difficult for the public to access. Third,

spatially, it lacks enclosure or clearly defined boundaries. Fourth, it does not encourage social activity. Fifth, it lacks visual quality and fails to contribute to the city's character (Trancik, 1986:7).

Trancik emphasizes that “these voids are typically undefined, unstructured, and underutilized, creating dead zones in the urban environment” (1986:7). He also notes that designs that ignore human scale and fail to foster a sense of safety are key reasons why such spaces are often avoided. In many cases, these areas even evoke discomfort and fear, particularly at night (Trancik, 1986:8).

As part of his evaluative approach, Trancik classifies lost space into five main typologies:

a. Residual Spaces

Leftover spaces resulting from large-scale infrastructure development, such as areas under flyovers, railways, or highway intersections.

b. Buffer Zones

Transitional areas separating different functional zones that are poorly designed and lack spatial integration.

c. Vacant Lots

Undeveloped land in city centers, often due to legal disputes, land speculation, or stalled development.

d. Backside Service Areas

Rear service zones of major buildings like malls, hotels, or public facilities that are not intended for public use.

e. Underutilized Edges

Edge spaces along city blocks or district boundaries that lack orientation, active function, or spatial connection with their surroundings.

These typologies are not mutually exclusive and often overlap. For instance, a vacant lot behind a building located next to a flyover may fall into multiple categories. Therefore, analyzing lost space requires a contextual approach that considers the area's original function, surrounding spatial character, and potential for reintegration into the urban system.

Approaches to Addressing Lost Space

In *Finding Lost Space: Theories of Urban Design*, Roger Trancik (1986) introduces three main theoretical approaches to understanding and addressing the issue of dysfunctional and meaningless urban space, referred to as lost space. These approaches are: Figure-Ground Theory, Linkage Theory, and Place Theory. Each offers a different perspective for analyzing urban structure, connectivity, and spatial meaning. A comprehensive understanding of these approaches provides the conceptual basis for revitalizing degraded urban areas and forms the evaluative framework used in this study.

Figure-Ground Theory

The figure-ground approach is a foundational method used to understand city form by analyzing the relationship between built mass (figure) and urban open space (ground). It is based on two-dimensional graphic representations that distinguish built-up areas (usually in black) from open space (white), revealing the city's spatial configuration.

According to Trancik (1986:10), “the figure-ground relationship reveals the configuration of built form and open space as a single unified pattern.” The balance between built mass and open space not only reflects physical density but also indicates the quality of enclosure and the cohesion of urban structure.

Trancik identifies three basic figure-ground patterns:

1. Figure-Dominated: Built mass dominates the site, resulting in minimal and enclosed open space—common in traditional Middle Eastern urban forms.
2. Ground-Dominated: Buildings are scattered without clear spatial connections, producing undefined and expansive open space—typical of modern suburban developments.
3. Balanced Figure-Ground: A harmonious relationship between buildings and open space, creating strong enclosure and supporting public activity—considered the ideal urban form.

Lost space can be detected by comparing historical and current figure-ground maps. Spaces that have lost enclosure due to non-contextual interventions, such as demolitions or large infrastructure projects, often indicate the presence of lost space. Thus, figure-ground theory serves not only as a visual tool but also as an evaluative method for identifying spatial degradation and restoration potential.

Linkage Theory

Linkage theory is the second approach, emphasizing the importance of physical and visual connectivity between urban elements. Trancik (1986:12) states that “linkage theory defines the physical and visual connections between discrete urban elements, enabling them to function as a cohesive whole.” Lost space arises when urban spaces are functionally disconnected—both in terms of movement and visual orientation—resulting in spatial fragmentation and isolation from the city system.

Key elements in linkage theory include:

1. Circulation paths: Streets, sidewalks, bicycle lanes, and pedestrian routes that connect various urban functions.
2. Visual corridors: Open sightlines leading to key elements such as landmarks or major public spaces
3. Transitional spaces: Areas such as plazas, arcades, external staircases, or gateways that mediate between private and public space.
4. Landscape connections: Greenways, canals, or natural features that unify different urban zones.

In revitalization efforts, linkage analysis is critical for identifying disconnected or isolated areas that require reconnection. Public spaces that are inaccessible by foot or not visible from other areas are likely to become dead spaces. Trancik (1986:14) warns that “without linkages, even well-designed spaces can fail to support urban life, because they become inaccessible or disconnected from the rest of the city.”

Linkage theory can be practically applied through connectivity mapping, identifying strategic points for design interventions. This approach aligns with walkability and human-oriented urban principles, making it essential for revitalizing historical districts such as Kesawan.

Place Theory

The third approach, place theory, emphasizes that urban space is not merely a physical entity but also a vessel for social, cultural, and emotional experience. Trancik (1986:16) explains that “a place is a space with meaning; it evolves through cultural expression and public use.” In other words, place arises from the interaction between physical space and the collective experience of the community.

Trancik distinguishes between space (as a neutral physical container) and place (as meaningful space). The transformation from space to place requires social engagement, active use, and symbolic value reflecting local identity. When a space loses meaning, is not actively used, or no longer reflects community values, it becomes susceptible to becoming lost space.

Key elements of place include:

1. Visual identity: Architectural character or distinctive forms that are easily recognized.
2. Collective memory: A space’s connection to history or significant events.
3. Social activity: Presence of functions that foster public interaction.
4. Cultural symbolism: Representation of local, religious, or traditional values embedded in the space

Trancik (1986:17) warns that “placelessness is the condition of spaces stripped of their cultural and experiential qualities.” Many contemporary public spaces lack vitality because they fail to cultivate a sense of place, making them feel alien and unwelcoming. In the revitalization of historical areas like Kesawan, place theory is crucial for re-establishing emotional and cultural ties between the community and the urban realm.

Place-making strategies include community participation in design, preservation of historical elements, provision of inclusive communal spaces, and integration of local narratives into signage, materials, and landscape features. Thus, place theory offers a strong conceptual framework for creating public spaces that are vibrant, meaningful, and sustainable.

Space Evaluation Based on Lost Space Theory

Referring to the three core approaches proposed by Trancik (1986)—Figure-Ground Theory, Linkage Theory, and Place Theory—urban space can be evaluated through a set of criteria that reflect the structural, functional, and social dimensions of public space. These criteria are used to assess the extent to which a particular space can be categorized as lost space, as well as its potential for recovery through design and revitalization interventions.

The six evaluative criteria derived from the Finding Lost Space theory and used in this study are as follows:

- a. **Connectivity**
Measures the level of functional and visual connection between urban spaces. Connectivity is key to spatial integration and linking public, semi-public, and private zones.
- b. **Continuity and Circulation**
Assesses the presence and continuity of movement pathways for both pedestrians and vehicles. Spaces that support fluid and logical circulation help prevent spatial isolation.
- c. **Enclosure**
Analyzes the clarity of spatial boundaries formed by building masses, landscape elements, or other physical structures. Strong enclosure creates defined and comfortable public spaces.
- d. **Accessibility**
Measures the ease and convenience of public access to urban spaces. Areas that are difficult to reach or functionally blocked tend to become lost space.
- e. **Orientation and Visual Guidance**
Evaluates clarity of spatial direction, visibility structures, and ease of navigation. Visual guidance is essential to create a coherent and readable spatial experience.
- f. **Meaning and Public Perception**
Investigates the extent to which a public space holds social, cultural, or historical value as perceived by the community. This reflects whether a space is merely a physical space or has transformed into a meaningful place.

These six criteria form the evaluative foundation of the study, particularly in assessing whether the revitalization of the Kesawan area has effectively mitigated or eliminated the phenomenon of lost space. The evaluation seeks to determine the degree to which public spaces have been restored in terms of function, meaning, and integration within the broader urban structure.

International and Local Case Studies in Lost Space Analysis

To strengthen the conceptual understanding of *lost space* and its application in urban planning, Trancik (1986) includes several case studies from cities around the world, highlighting both successful and unsuccessful examples in managing urban space. These studies serve as practical references for applying the figure-ground, linkage, and place approaches in contextual urban design strategies.

One commonly referenced revitalization example is The Big Dig Project in downtown Boston, USA. In the mid-20th century, the construction of large-scale highways led to severed urban networks and leftover spaces beneath elevated roads. The Big Dig project relocated traffic underground and transformed the residual spaces into urban parks, pedestrian pathways, and commercial zones. This intervention successfully applied linkage and place-making principles by converting lost space into socially active areas integrated within the city's spatial system.

Another example is found in Gothenburg, Sweden, where a former port district was transformed into a waterfront public promenade. Abandoned industrial spaces were revitalized through pedestrian walkways, restored visual corridors, and community engagement in the design process. This case demonstrates the application of figure-ground and linkage principles to achieve spatial continuity and social engagement.

In Washington D.C., consistent urban design has been used to reinforce spatial meaning and visual orientation. The axis between the Capitol Building, Lincoln Memorial, and the parks along the National Mall are organized through strong landscape structures and visual cues. This design exemplifies the place principle, maintaining symbolic and experiential values in public space.

In Indonesia, a relevant case is the revitalization of the Kota Lama (Old Town) Semarang. This colonial heritage district previously suffered from visual and social degradation due to economic shifts and declining public activity. Many buildings were abandoned, and open spaces between them became undefined, resulting in lost spaces characterized by passive, disoriented, and disconnected areas.

The revitalization involved adaptive reuse strategies and reorganization of public spaces. Key strategies included the restoration of pedestrian paths, enhancement of open space quality, and the integration of cultural, commercial, and tourism functions. This intervention not only restored the physical condition of the area but also reactivated the space as part of the urban system.

From Trancik's perspective, Semarang's revitalization reflects the application of:

1. Figure-Ground: through the recovery of urban spatial legibility;
2. Linkage: through enhanced physical and visual connectivity;
3. Place: through the revival of historical and social values in the district.

This case illustrates how the Finding Lost Space theory can be practically implemented in urban revitalization efforts in Indonesia and serves as a comparative reference for evaluating similar interventions in Kesawan.

Theoretical Framework and Its Relevance to the Study

This research aims to evaluate the success of revitalizing a historic urban area by identifying and analyzing lost spaces based on the theoretical approaches proposed by Roger Trancik (1986). The conceptual framework of the study is built upon the integration of the three approaches in Finding Lost Space—Figure-Ground Theory, Linkage Theory, and Place Theory—which collectively serve as the foundation for analyzing the quality and functionality of open spaces in old urban areas.

Figure-ground theory is applied to assess the spatial configuration of the study area, particularly the relationship between built mass and open space. Through this approach, areas lacking enclosure, exhibiting fragmented spatial patterns, and lacking visual and functional connectivity can be identified—indicators of lost space from a morphological perspective.

Linkage theory is used to analyze the physical and visual connectivity system among urban space elements. The main focus includes pedestrian circulation networks, connections between functional zones, and the existence of visual corridors that reinforce spatial legibility. This approach helps reveal areas that suffer from functional isolation due to weak spatial connections.

Place theory, on the other hand, provides insight into the symbolic, social, and cultural dimensions of public space. It evaluates the meaning of space through the observation of social activities, user perceptions, and historical narratives of the area. This enables the assessment of whether a space still holds its identity as a place or has undergone symbolic degradation to become ineffective space.

These three approaches are not used independently but are integrated into a unified evaluative framework. By combining morphological, functional, and social perspectives, this study seeks to deliver a comprehensive understanding of the spatial condition of the research site. This integrated approach also forms the basis for generating contextually relevant, user-oriented, and sustainable design and policy recommendations.

Thus, the theoretical framework and its linkage to the study serve as a strong methodological foundation for addressing the research questions, achieving the objectives, and making meaningful contributions to the revitalization of historic urban areas—not only improving their physical aspects but also restoring connectivity, meaning, and public functionality within the broader urban system..

Previous Research

The study by Yassin and Sihombing (2024) published in IDEALOG explores residual spaces under the Slipi and Kemanggisan flyovers in Jakarta as real-life examples of lost space. The study emphasizes that revitalization success depends not only on infrastructure presence but also on visual connectivity, clarity of spatial programs, and accessibility. The application of linkage and place theories was found to be critical in restoring the meaning of these urban spaces.

In the RUAS journal, Tharziansyah et al. (2021) examined spaces in Banjarmasin adjacent to large infrastructure, which suffered from circulation disruption. The study identified weak connectivity and spatial orientation as key causes of lost space and recommended using figure-ground theory to restore spatial legibility and functionality.

Winata et al. (2021) in the IJESSR journal discussed adaptive reuse strategies for heritage buildings in the Kesawan area, focusing on the Warenhuis building. Their approach combined visual preservation with modern functional adaptation, highlighting the importance of integrating historical value with modern connectivity—aligning with Trancik's linkage and place principles.

In the ISVS e-journal, Adrian et al. (2022) discussed visual degradation in Kesawan caused by revitalization interventions that neglected the original building façades. Using figure-ground theory, the study analyzed disruptions in visual legibility that weakened the spatial relationship between buildings and open spaces.

Other relevant studies include Karsono et al. (2018) who examined the transformation of former industrial voids in Lhokseumawe using place-making strategies. Although community activities reactivated the spaces, challenges remained in reinforcing the spatial structure. Thamrin et al. (2020) assessed that revitalization in Semarang's Old Town lacked social success due to minimal community engagement, underscoring the importance of place theory in participatory and meaningful spatial design.

A team from Universitas Islam Riau (2023) applied Trancik's theory comprehensively to map lost space in Pekanbaru and develop context-based redesign strategies, showing how all three approaches can be operationalized in urban spatial evaluation.

In Bandung, a local urban planning community (2023) used tactical urbanism to activate lost space in the Kopo area. With community participation, neglected areas were transformed into community parks and informal interaction zones that grew organically.

Meta Vanessa (2021) conducted research in Kesawan exploring public perception of the revitalization process. Her findings indicated that residents expected revitalization to be not just aesthetic but also functional and contextual, in line with the place theory.

Conceptual Framework

The conceptual framework of this study is designed to systematically explain the relationship between fundamental concepts, theoretical approaches, and the direction of the evaluation of Kesawan's revitalization. The central concept underpinning this study is lost space as proposed by Roger Trancik (1986), which refers to urban spaces that have lost their function, connectivity, and meaning within the city structure. This theory serves as the basis for understanding urban space degradation and formulating comprehensive, context-driven revitalization strategies.

Trancik introduces three main approaches for analyzing lost space: figure-ground theory, linkage theory, and place theory. These three approaches complement each other in evaluating space from morphological, spatial connectivity, and socio-cultural perspectives. As such, the theory not only identifies spatial problems but also provides strategic directions for functionally and meaningfully revitalizing old city areas.

Based on these three approaches, this study formulates six evaluative criteria to analyze the success of revitalizing old urban spaces:

1. Connectivity: Measures the visual and functional connection between urban elements;
2. Continuity and Circulation: Assesses the smoothness and consistency of pedestrian and vehicle movement;
3. Enclosure: Analyzes the clarity of spatial boundaries that create a coherent urban form;
4. Accessibility: Evaluates the ease with which the public can access and use the space;
5. Orientation and Visual Guidance: Measures how effectively space supports navigation and spatial legibility;
6. Meaning and Public Perception: Uncovers the social value and identity of space from the user's perspective.

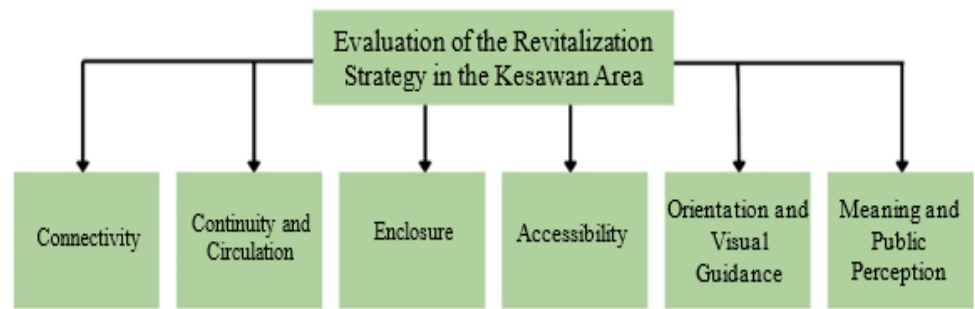


Figure 1. Conceptual Framework of the Research

Source: Author's Illustration, 2025

The conceptual framework enables a comprehensive analysis that goes beyond assessing the physical aspects of revitalization, examining its impact on spatial structure, functionality, and user experience. This framework underpins the evaluation of the Kesawan area revitalization, encompassing connectivity among urban elements, visual legibility, and the social meaning of the resulting public space.

Thus, the conceptual framework serves as the analytical basis for addressing the research problems, achieving the objectives, and formulating theory-based and context-specific recommendations for revitalizing old urban areas.

3. Proposed Method

Research Approach

This study employs a qualitative-descriptive approach, emphasizing the interpretation of spatial phenomena based on the meaning and experience of users in the Kesawan area of Medan. The primary aim is not to test hypotheses or quantify relationships but rather to explore and evaluate the condition of urban public space based on the lost space theory proposed by Roger Trancik (1986). This theory views public space from a morphological, functional, and experiential perspective, making the qualitative approach most suitable.

The method used is a single-case study, focusing specifically on the Kesawan area as a unique and complex urban spatial unit. According to Yin (2014), a case study is appropriate when research seeks to understand the contextual conditions of a phenomenon within a real-life setting. Kesawan, as a historical urban center undergoing revitalization, offers rich empirical data to analyze the phenomenon of lost space and the success of revitalization interventions. The case study method allows for a deep, context-bound investigation involving various data sources and analysis techniques.

Research Approach

The research location is an area in the city of Medan known as Kesawan Square, situated in Kelurahan Kesawan, Kecamatan Medan Barat. Kesawan is one of the oldest and most historically significant districts in Medan, marked by colonial architecture and once functioning as a major commercial and administrative hub. In recent years, the Medan City Government has initiated a revitalization program in this area, particularly along the Jalan Ahmad Yani I–VII corridor and its surroundings. For analytical purposes, the study focuses on 12 road segments that form the urban structure of Kesawan:

1. Jalan Ahmad Yani I–VII
2. Jalan Masjid
3. Jalan Gwanju
4. Jalan Peniagaan
5. Jalan Perdana
6. Jalan Perdagangan
7. Palang Merah Street Area (leading to Kesawan)
8. Jalan Stasiun Kereta Api (bordering Kesawan)
9. Jalan Kumango
10. Jalan Pembelian
11. Jalan Perniagaan Baru
12. Jalan Hindu

These twelve road segments represent a combination of primary and secondary access points, commercial corridors, and transitional zones between heritage and modern development. This delineation enables a more comprehensive and spatially diverse analysis of lost space in the Kesawan revitalization area.

Data Collection Techniques

Data collection in this research is conducted using typical techniques in qualitative approaches, including:

a. Field Observation

Direct observation is conducted to understand the physical condition and spatial activity within the area (Moleong 2000 in Sugiarto & Ramadania, 2023). This involves visual documentation (photographs), mapping of circulation patterns, building facade conditions, and the identification of lost space characteristics. Observations are carried out non-participatively but intensively to capture actual usage patterns and spatial dynamics.

b. Interviews

Semi-structured interviews are conducted with five categories of informants to obtain diverse and comprehensive perspectives:

- A. Shop or Building Owners/Managers
- B. General Visitors (non-architects)
- C. Architect Visitors or Spatial Experts
- D. Security Personnel (guards, Babinsa, Satpol PP)
- E. Street Vendors or MSMEs (Micro, Small, and Medium Enterprises)

Each category receives 10 guiding questions based on the six evaluation criteria of lost space (connectivity, continuity, enclosure, accessibility, orientation, and spatial meaning). This triangulated approach ensures rich, in-depth insights from users with different roles and spatial experiences.

c. Document Study

This includes literature, spatial planning documents, policy reports, heritage conservation master plans, and revitalization progress publications issued by the Medan City Government, particularly through the Department of Housing, Settlements, and Spatial Planning (Perkimtaru) and the Medan City Archives. These documents help contextualize the revitalization program and support field data.

Research Instruments

In a qualitative approach, the researcher serves as the primary instrument responsible for data collection, processing, and interpretation. As emphasized by Sugiarto (2023:134), “the researcher is the key instrument in qualitative research, as they are directly involved in social interaction, meaning-making, and reflective interpretation of context.”

To support accuracy and consistency, auxiliary instruments such as observation guidelines and interview protocols are also employed. These instruments are developed based on the evaluative indicators derived from Roger Trancik’s Finding Lost Space theory (1986), namely:

1. Connectivity
2. Continuity and Circulation
3. Enclosure
4. Accessibility
5. Orientation and Visual Guidance
6. Meaning and Public Perception

These indicators are not used as quantitative measurement tools but rather as thematic guides for observing and analyzing the urban spatial context under study.

Data Analysis Technique

The analysis uses the Miles and Huberman model (1994), consisting of three interactive components:

a. Data Reduction

Summarizing, selecting, and focusing on relevant information related to the six evaluation criteria of lost space. This includes filtering key findings from interviews, observations, and document (Moleong 2000 in Nuraini, 2004; Moleong, 2000 in Nuraini, 2019; Nuraini et al, 2023)

b. Data Display

Presenting the data in visual, tabular, or narrative form to facilitate understanding. Maps, diagrams, checklists, and analytical tables are used to display spatial patterns, informant responses, and the status of revitalized spaces (Moleong 2000 in Nuraini, 2004; Moleong, 2000 in Nuraini, 2019; Nuraini et al, 2023).

c. Conclusion Drawing and Verification

Interpreting the data to answer the research questions, assess the effectiveness of the revitalization, and identify unresolved issues related to lost space. Verification is carried out continuously throughout the research process to ensure consistency and validity of findings.

Data Validity Technique

To ensure the reliability and credibility of findings, the study applies triangulation as a validity strategy. Two main forms are used:

- Methodological Triangulation: Combining field observations, interviews, and document studies to cross-check data from different sources.
- Source Triangulation: Engaging informants from various stakeholder categories (owners, visitors, officials, vendors, and experts) to confirm and complement interpretations.

By using triangulation, the study minimizes bias and enhances the depth and accuracy of spatial and social analysis in the Kesawan area.

Ethical Research Principles

This research adheres to ethical standards in qualitative research by implementing the following principles:

- a. Informed Consent: All informants are informed about the research objectives and voluntarily agree to participate.
- b. Confidentiality: The identity of informants is protected and presented anonymously in the final report.
- c. Right to Withdraw: Informants have the right to decline to answer or to withdraw from participation at any time without any consequence.
- d. Data Usage Agreement: The data collected is used solely for academic purposes and not disseminated beyond the scope of the thesis without consent.

These ethical considerations ensure that the research process respects the rights, privacy, and dignity of all involved parties.

4. Results and Discussion

Study Area and Scope of Evaluation

The Kesawan district is a part of downtown Medan that holds significant historical, architectural, and functional value in the city's development since the colonial era. Administratively, the area is located in Kelurahan Kesawan, Medan Barat Subdistrict, and has long been recognized as the original center of trade, business, and urban life in Medan. The character of the area is defined by the presence of colonial and oriental-style buildings, narrow street networks that reflect an old urban structure, and a diversity of spatial functions existing side by side.

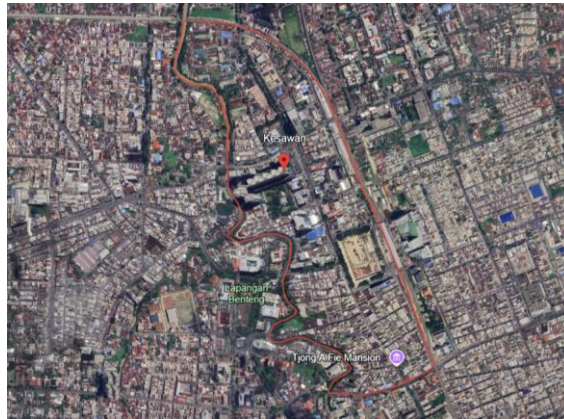


Figure 2. Map of Kesawan

Over time, the Kesawan area has experienced both physical and social degradation. Many old buildings have been abandoned, public spaces have become disorganized, and underutilized empty spaces have emerged. The lack of proper pedestrian infrastructure, the prevalence of illegal parking, and the decline of social vitality in public spaces have all contributed to the area losing its strategic role as a vibrant urban center.

In response to these conditions, the Medan City Government launched a revitalization program in 2021, with a primary focus on the Jalan Ahmad Yani I–VII corridor, which serves as the main axis of the district. Interventions included improvements to sidewalks using natural stone, renovation of heritage building façades, installation of garden lighting and thematic signage, and reorganization of parking areas. The program aims to restore the function of the old city space as a center of culture, tourism, and public activity.

However, the revitalization only reached a limited number of street segments and has not addressed the full network of urban space in the area. Secondary streets and back-of-house areas, which play a crucial role in the overall spatial structure, are often overlooked. Some corridors show visual improvement but remain socially passive, especially outside specific events such as Car Free Day or Car Free Night. This highlights a gap between physical revitalization and the sustainable functioning of public space.

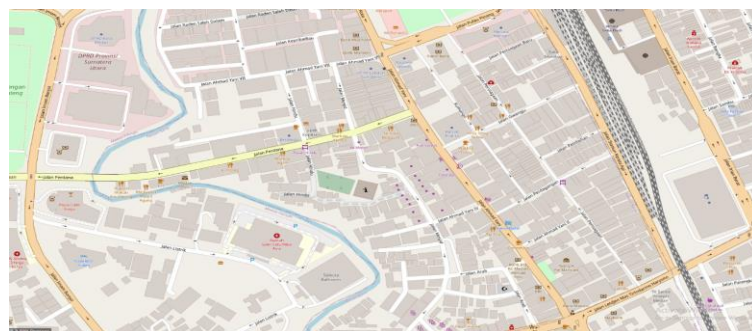


Figure 3. Revitalization Area Map

In the context of this study, the focus is narrowed to twelve road segments that represent a variety of spatial conditions and levels of revitalization intervention. These segments include:

1. Jalan Ahmad Yani I–VII – the primary revitalization corridor and heritage core
2. Jalan Perdana, Jalan Gwanju, and Jalan Masjid – secondary connector streets
3. Jalan Perdagangan, Jalan Peniagaan, and Jalan Perniagaan Baru – high-density commercial zones
4. Jalan Palang Merah – transitional urban corridor
5. Jalan Kumango, Jalan Pembelian, and Jalan Hindu – backlot and service areas of the district
6. Jalan Stasiun Kereta Api – the eastern boundary of the area, located under the railway tracks



Figure 4. Map of Revitalized Area

Each of these segments is analyzed through field observation to identify spatial characteristics, patterns of activity, the quality of interventions, and the sustainability of spatial function. This analysis forms the basis for evaluating the success of the revitalization in addressing the lost space phenomenon, using the six indicators from Roger Trancik's Finding Lost Space theory (1986): connectivity, continuity and circulation, enclosure, accessibility, visual orientation, and meaning and public perception.

Spatial Evaluation Based on the Theory of Lost Space

The evaluation of the success of Kesawan's revitalization is conducted using six indicators proposed by Roger Trancik (1986) in his Finding Lost Space theory: connectivity, continuity and circulation, enclosure, accessibility, visual orientation, and meaning and public perception. These six indicators serve as analytical tools to assess the extent to which revitalization interventions have reactivated urban spaces that were previously passive, neglected, or had lost their public function.

Presentation of Observation and Interview Data

Data for this study were collected through two main methods: field observation and in-depth interviews, both conducted directly on twelve street segments within the Kesawan area of Medan that have undergone or are undergoing revitalization. The data were gathered to describe the actual condition of space and to capture the public's perception and experience of the changes that have occurred post-revitalization.

Field Observation

Observations were carried out non-participatively, documenting the physical condition of space, user activities, movement patterns, and spatial utilization during both daytime and nighttime

Key findings from the observations include:

1. Several primary corridors, such as Jalan Ahmad Yani and Jalan Peniagaan, showed relatively high levels of daytime activity, especially due to commercial and office functions.
2. Sidewalks on some segments have been improved but do not function properly, as many are used for parking or informal street vending.
3. At night, most segments become quiet and socially passive, particularly streets like Jalan Masjid, Gwanju, Kumango, and Jalan Stasiun, which suffer from poor lighting and limited activity.
4. Alleyways connecting streets are often narrow, dark, and unattractive, making them potential lost spaces.
5. Illegal parking, motorbikes on sidewalks, and a lack of seating or shaded areas are common issues throughout the area.

Interview Findings

Semi-structured interviews were conducted with informants including space users, shop owners, street vendors (PKL), and security personnel in the Kesawan area. The aim was to gather their views on the condition of the space before and after revitalization. Common themes from the interviews include:

1. Many respondents stated that before revitalization, Kesawan was more vibrant due to the presence of MSMEs and informal vendors, which generated active street life.
2. After revitalization, although the area looks neater and more aesthetically pleasing, it is perceived as quieter, sterile, and less comfortable to linger in.
3. Complaints were raised about the lack of shade-providing vegetation, seating, and an unclear parking system.
4. Some noted that distant and expensive parking discouraged visitors, especially when there were no special events like Car Free Day (CFD) or Car Free Night (CFN).
5. Below are several quotes from respondents that reflect these perceptions:
 - "It used to be livelier when people were selling here. Now it looks nice, but it's quiet."
 - "At night it's dark and deserted—people don't feel like walking through here."
 - "The parking is far and unclear—I think twice before deciding to come here."."

Conclusion

Data The findings from both field observation and interviews suggest that the revitalization of the Kesawan area has not yet succeeded in creating a public space that is active, inclusive, and comfortable. These findings serve as the foundation for the systematic evaluation of each indicator outlined by Trancik (1986), which will be discussed in detail in sub-sections 4.2.2.1 to 4.2.2.6.

Evaluation Based on Trancik's Six Indicators

This section presents an analysis based on the six spatial evaluation indicators proposed by Roger Trancik in his Finding Lost Space theory. The evaluation is conducted qualitatively through a synthesis of field observations and interviews with informants in the Kesawan area, specifically across the twelve designated street segments.

Connectivity

Connectivity is one of the main indicators for determining the quality of urban space. According to Trancik (1986), connectivity refers to the physical and visual linkage between urban space elements such as buildings, street corridors, and open spaces. Spaces with high connectivity allow for smooth movement and clear spatial legibility for users.

Based on observations and interviews, connectivity in the Kesawan area is most apparent along the main corridor of Jalan Ahmad Yani, where heritage buildings form a continuous building line with strong visual relationships. However, on secondary streets such as Jalan Masjid, Jalan Gwanju, and Jalan Pembelian, both physical and visual connectivity are poorly developed.



Figure 5. Circulation Condition on Jalan Ahmad Yani, Kesawan

Several connecting alleys are narrow, poorly lit, and do not provide a sense of safety, especially at night. There are no directional signs, area maps, or other navigational aids to help users understand the structure of the district. As a result, spatial orientation is weak, and inter-space connectivity is fragmented.

“I don’t want to go through that back alley at night. It’s dark, narrow, and makes me feel unsafe.” — Informant

Overall, connectivity in the area is only established in certain focal points and is not systemic. This condition leads to a lack of spatial rhythm and continuous movement, contributing to the emergence of lost spaces in peripheral and transitional zones.

Continuity and Circulation

Continuity and circulation reflect the smoothness and consistency of movement paths in urban space. According to Trancik (1986), uninterrupted circulation flow is essential to create a functional spatial experience for both pedestrians and vehicles. In Kesawan, observations show that pedestrian continuity is frequently disrupted.

This is mainly due to overlapping space functions, such as motorbikes and cars parked on sidewalks, and informal vendors occupying pedestrian zones. For instance, in Jalan Gwanju and Jalan Masjid, sidewalks are often inaccessible because they are blocked by non-pedestrian activities.



Figure 6. Circulation Condition on Jalan Ahmad Yani, Kesawan

“The sidewalks are nice, but there are always motorbikes or vendors. People still have to walk in the middle of the road.” — Informant

Vehicle circulation is also constrained, with many streets becoming narrow due to illegal parking, especially on Jalan Perdana, Jalan Hindu, and Jalan Perniagaan Baru. Moreover, there are no dedicated lanes for bicycles or non-motorized transport, indicating that the concept of multimodality has not yet been integrated into the area’s circulation system.

It can be concluded that continuity and circulation in Kesawan remain fragmented and have not formed a seamless and safe spatial network. This condition hampers public space activity and reduces user comfort.

Enclosure

Enclosure refers to the degree to which physical elements such as buildings, vegetation, or artificial boundaries can form spatial unity and definition. A well-designed urban space should present visual enclosure that provides comfort and security for its users.

Observations on Jalan Ahmad Yani show relatively good spatial enclosure, with heritage buildings consistently framing the visual boundary. Wide sidewalks, active façades, and shaded trees (although not evenly distributed) help define a clear and legible public realm.

In contrast, on secondary roads like Jalan Palang Merah, Jalan Pembelian, and Jalan Stasiun, spatial enclosure weakens. Many shop houses are inactive, buildings are vacant, and alleys lack strong visual edges. The absence of large trees or vertical elements results in an open but uncomfortable atmosphere.

This creates a situation where space does not feel like part of an integrated urban system but rather as residual areas easily ignored. Such spaces are highly vulnerable to becoming lost spaces due to their lack of clear boundaries or functional identity.



Figure 7. Abandoned and Poorly Maintained Buildings

Accessibility

Accessibility refers to the ease with which users can reach and utilize public spaces without physical, visual, or social barriers. Good accessibility also considers vulnerable groups such as the elderly, children, and persons with disabilities.

Field findings reveal several accessibility issues in Kesawan. There are no centralized parking facilities, resulting in random parking along the roadside or on sidewalks. Public transportation does not directly serve the area, and there are no clearly identified bus stops or shelters.

“The parking is far and unclear, so I have to think twice before coming.” — Informant

Additionally, sidewalks are not inclusive in design. There are no guiding blocks, ramps, or assistive facilities for people with disabilities. Some sidewalks are narrow or damaged in parts, making it difficult for users to move comfortably.

Access to key buildings such as Warenhuis and the Tjong A Fie Mansion is also not supported by convenient pedestrian routes. Accessibility in Kesawan remains partial and does not yet form an integrated mobility system that supports holistic urban connectivity.



Figure 8. Unregulated Parking Conditions

Orientation and Visual Guidance

Good public spaces require a clear system of orientation and visual guidance, including signage, maps, information points, and directional elements. These help users—both locals and tourists—understand the spatial structure and navigate effectively.



Figure 9. Absence of Signage Along Jalan Ahmad Yani

Unfortunately, Kesawan lacks orientation elements. There are no directional signs, markers to key destinations, or visual wayfinding systems. This makes navigation difficult, especially for tourists or first-time visitors. Landmark buildings such as the London Sumatera Building and the Tjong A Fie Mansion do serve as important visual markers, but visual connections and access to these buildings are not integrated into the broader spatial orientation system. Without a consistent visual guidance system, the user experience becomes fragmented and confusing. This causes many areas in Kesawan to be unreadable as part of a coherent spatial system.

Meaning and Public Perception

Trancik emphasizes that the meaning of space is derived not only from its physical form but also from social experiences, activities, and emotional attachment of the public to that space. Spaces with strong meaning are more likely to retain their function and resist becoming lost spaces.

Interviews reveal that many respondents feel Kesawan was more lively before the revitalization, when street vendors and MSMEs were prominent in outdoor spaces. Nightlife, culinary activity, and social diversity were key elements of the district's identity.

“It used to feel more alive. Now it’s just pretty, but quiet.” — Informant



Figure 10. Nighttime Atmosphere Appears Empty

Currently, although the area's aesthetic has improved, the social and cultural meaning of the space has not been fully reclaimed. Many heritage buildings remain unused, and revitalization efforts have focused more on visuals than social activation.

In other words, the physical transformation has not been accompanied by a strengthening of spatial identity, leading to a perception among the public that the area feels neutral or even diminished. This poses a key challenge for the sustainability of public space in historical urban environments.

Summary of Evaluation Findings

Following an in-depth evaluation of twelve street segments in the Kesawan area based on Roger Trancik's Finding Lost Space theory (1986), a synthesis can be drawn to represent the current spatial conditions of each road using six key indicators: connectivity, continuity and circulation, enclosure, accessibility, visual orientation, and meaning and public perception.

In general, the analysis shows that only Jalan Ahmad Yani I–VII performs relatively well across most indicators. As the primary corridor of the area, it demonstrates strong connectivity, spatial enclosure, and continuity through the presence of historically significant buildings arranged in a coherent sequence. However, several issues remain, such as disorganized parking, motorbikes frequently occupying sidewalks, and a lack of visual navigation elements. Public life on this street also tends to be event-dependent, becoming active mainly during special programs such as Car Free Day and Car Free Night.

Conversely, most secondary roads and connector alleys—such as Jalan Masjid, Jalan Gwanju, Jalan Pembelian, and Jalan Perniagaan Baru—show weak spatial character across nearly all indicators. Physical and visual connectivity in these segments is minimal; sidewalks are narrow or nonexistent; spatial enclosure is absent due to inactive or poorly aligned buildings; and accessibility is very low. No visual orientation elements were identified, and public perception of these spaces is generally negative—quiet, uncomfortable, and even avoided at night.

Segments like Jalan Peniagaan and Jalan Perdagangan occupy a middle ground. During the day, both streets are relatively active due to commercial activities, particularly textile shops and office functions. However, the area becomes passive at night. Despite having undergone sidewalk revitalization, these are still filled with parked vehicles, obstructing pedestrian circulation. Enclosure remains partial as buildings are only active during business hours and not all have street-facing façades. Accessibility remains problematic due to unclear parking systems and a lack of disability-friendly infrastructure.

Jalan Palang Merah and Jalan Hindu show potential for further development. Jalan Hindu, for example, has a visual connection to the Warenhuis—a key heritage landmark—and sidewalks that have been properly arranged. Nevertheless, the lack of activity intensity renders the space sterile and socially disengaged. Similarly, Jalan Palang Merah, which functions as a transitional zone between urban areas, lacks supporting spatial elements such as lighting, signage, or seating facilities.

Jalan Kumango falls into a relatively balanced category: not too weak, yet not fully activated. Buildings along the street are relatively dense and provide a sufficient sense of enclosure, but issues such as informal parking, limited interspace connectivity, and the absence of social functions hinder its potential as a vibrant public space.

Based on these findings, it can be concluded that the revitalization of the Kesawan area remains spatially selective, focusing mainly on symbolic points or primary corridors, while failing to address secondary street networks and back-of-house areas. This results in spatial fragmentation and the persistence of lost space pockets that remain unaddressed in an integrated manner. Without a comprehensive consideration of the six evaluation indicators, revitalization efforts risk producing an urban environment that is “visually attractive” yet functionally and meaningfully hollow.

6. Conclusions

This research aimed to evaluate the extent to which the revitalization of the Kesawan area in Medan City has addressed the issue of lost space, based on the Finding Lost Space theory proposed by Roger Trancik (1986). The evaluation was conducted through a qualitative approach using a single case study method, with data collected from observations and interviews across twelve primary and secondary street segments that have undergone revitalization interventions since 2021.

Based on the analysis of Trancik's six evaluation indicators—connectivity, continuity & circulation, enclosure, accessibility, visual orientation, and meaning & public perception—the following conclusions can be drawn:

1. Revitalization along the main corridor of Jalan Ahmad Yani I–VII has demonstrated physical success, particularly in terms of visual quality, spatial enclosure, and connectivity between heritage buildings. However, issues such as unregulated parking, lack of signage, and limited nighttime activity persist.

2. Most secondary streets still exhibit characteristics of lost space, including disconnected pedestrian paths, passive open spaces, and weak visual guidance systems.
3. Accessibility and visual orientation are the two indicators with the lowest performance across nearly all street segments. There are no clear directional signs, spatial information, public transit stops, or disability-friendly facilities.
4. In terms of meaning and public perception, many respondents stated that Kesawan felt livelier before revitalization due to the presence of MSMEs and vibrant social activity, which have now diminished due to restrictions on informal uses of public space.
5. The revitalization has not fully addressed spatial and social integration, as the interventions have focused more on aesthetics and physical transformation without real strategies for space activation or community involvement.

From these findings, it can be concluded that the revitalization of Kesawan remains fragmented, has not yet achieved comprehensive spatial connectivity, and has failed to fully restore the social function of this historical urban area. If not addressed holistically, inactive urban spaces may evolve into new, less visible forms of lost space that go undetected.

Recommendations

Based on the findings and conclusions presented above, several recommendations are proposed to improve and develop future directions for the revitalization of Kesawan, ensuring they are more contextual, inclusive, and sustainable. These recommendations are divided into two main categories: spatial (physical) and non-spatial (policy and social) strategies.

Spatial Recommendations

1. Strengthening connectivity between streets
 - a. Narrow alleyways—especially those connecting Jalan Ahmad Yani with secondary roads such as Jalan Masjid and Jalan Gwanju—should be opened and widened.
 - b. Pedestrian routes and rear accessways should be reorganized to prevent them from becoming neglected spaces.
2. Improving sidewalk quality and pedestrian circulation
 - a. Sidewalks must be protected from non-pedestrian uses such as parking and vending. Solutions may include bollards, no-parking zones, or designated MSME areas with clear regulation.
 - b. Inclusive pedestrian infrastructure—such as guiding blocks, ramps, and flat surfaces—should be adopted as a minimum standard.
3. Strengthening enclosure and revitalizing vacant building façades
 - a. Inactive or abandoned buildings should be incentivized for reuse through MSME incubation programs or community art initiatives.
 - b. Murals, lighting installations, and public artworks can help frame space and enhance the atmosphere of the area.
4. Implementing orientation and wayfinding systems
 - a. The district requires an integrated signage system, including maps, directional signs, and zone identities (heritage, culinary, arts, etc.).
 - b. Visual landmarks should be better connected to pedestrian paths, for example through spatial framing or direct visual corridors.
5. Enhancing nighttime lighting and safety
 - a. Public spaces along secondary roads and alleyways should be equipped with adequate lighting, both from streetlamps and architectural lighting on buildings.

Non-Spatial Recommendations

1. Reactivating space through community-based approaches
 - a. MSMEs, local artists, and urban communities should be involved in activating public spaces through events, bazaars, and seasonal activities.
 - b. The city government could provide legally designated zones for street vendors/MSMEs with proper management, rather than enforcing total prohibition.
2. Developing revitalization policies based on comprehensive evaluation
 - a. Future revitalization programs should be designed based on spatial evaluation maps, not merely symbolic landmarks or main corridors.
 - b. Revitalization guidelines should be based on measurable spatial quality indicators, such as those proposed in Trancik's theory.

3. Enhancing education and promotion of the area's values
 - a. Government and area managers need to raise public awareness of the historical significance and long-term sustainability of old urban spaces.
 - b. Visual communication strategies—such as QR codes on heritage buildings, virtual tours, and district branding—can strengthen emotional connection with Kesawan.
4. Fostering cross-sectoral collaboration
 - a. Urban revitalization cannot rely on the government alone. Collaboration is needed with architects, planners, local economic actors, and civil society to ensure that the spatial dynamics remain socially and culturally alive.

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