

Supplementary Material 2 - Sources of figures

Table 2: Sources of Figures

N	Figure and Caption	Source
1	Overcrowding and emptiness in railway stations areas.	Left - https://www.163.com/dy/article/DLED9I020524TFU4.html ; Right - https://www.sohu.com/a/386779398_640391
2	A conceptual basic unit of passenger flow.	By authors
3	The mechanism of overcrowding and emptiness in Beijing West railway station area.	By authors
4	Spatial relevance shown by an example case of Beijing West Railway Station.	Original photo sources: Left - https://www.meipian.cn/ ; Right - https://upload.wikimedia.org/wikipedia/commons/5/5b/Beijing_West_Railway_Station_20170506_124557.jpg . Drawings by authors
5	Temporal scales.	By authors, inspired by (de Jonge and van der Voordt, 2002, p. 38, fig. 13)
6	Spatial scales of station areas.	By authors
7	Architectural and urban design proposals for Amsterdam Sloterdijk station.	Upper - (Triggianese et al., 2019); Lower - (Andrianos, 2023)
8	This paper is part of a PhD project at the intersection of three topics.	By authors
9	The process of developing design principles.	By authors
10	The station at the district and building levels.	By authors
11	The configuration of the station.	By authors
12	Data sources.	By authors
13	An example of research by design.	By authors
14	Sources of heuristics.	By authors
15	The design principles (patterns) within a network.	By authors
16	The design principles viewed from different perspectives.	By authors
17	Flexible use.	https://www.stadsstranden.nl/paris-plages/
18	Different general layouts of the station and city.	(Qi and Lu, 2019)
19	Set apart non-transport function.	https://www.santenco.nl/portfolio_page/stationsplein-oost/
20	Vibrate city environment by scattered mobility nodes.	By authors
21	Increase transport capacity by scattered mobility nodes.	By authors
22	Alignment between open spaces and main paths.	By authors
23	Human-oriented spaces versus vehicle-oriented spaces.	By authors
24	The old and the new Rotterdam central stations.	Upper-left - https://commons.wikimedia.org/wiki/File:Nieuw_Centraal_Station_in_Rotterdam_aangetast,_Bestanddeelnr_908-5455.jpg ; Upper-right - https://internaathetposthuis.nl/raldus.html ; Lower-left - https://indebuurt.nl/rotterdam/nieuws/salsa-doe-gratis-mee-met-deze-gigadans-voor-rotterdam-centraal-311821/ ; Lower-right https://mvsa-architects.com/en/news/nos-rotterdam-central-receives-a-score-of-8-and-is-the-most-popular-large-train-station/
25	Connect with neighborhoods.	By authors
26	Smooth level changes by landscape design at the district level.	https://m.thepaper.cn/newsDetail_forward_5348462
27	Smooth level changes by landscape design at the building level.	https://www.unstudio.com/en/page/12109/arnhem-central-masterplan
28	Adaptive redundant spaces with path regulation.	By authors
29	Path regulation using reconfigurable elements.	By authors

Table 3: Sources of Figures (continued)

N	Figure and Caption	Source
30	Programming considering the time dimension (for flexible use).	By authors
31	Shortcuts or optimizing paths.	By authors
32	A changeable building - the Shed.	https://www.architecturaldigest.com/story/the-shed-finally-opens-new-york-city-hudson-yards
33	Changeable building components.	By authors
34	Add installations and facilities.	https://www.flickr.com/photos/87453322@N00/7561351848
35	Reconfigurable elements.	(Ivers, 2018)
36	Reconfigurable spaces.	Left - https://www.shutterstock.com/image-photo/vieuw-delft-market-square-nieuwe-kerk-1206141775 ; Right - https://nl.pinterest.com/pin/546342998538754823/
37	Redundant spaces or setting apart bottlenecks at the district level.	By authors
38	Redundant spaces or setting apart bottlenecks at the building level.	By authors
39	Position city passages (at the district level).	By authors
40	The city passages (at the building level).	https://www.amsterdam-viptours.com/blog/cuypers-passage/
41	Barriers that hinder the flow at the district level.	By authors
42	Reduce barriers to ease flow at the building level.	By authors
43	Stairs as stages or seats.	https://architectenweb.nl/nieuws/artikel.aspx?id=43948
44	Two city axes were planned during the redevelopment of the Utrecht Central Station area.	Structuurplan, Stationsgebied Utrecht, December 2006
45	Station typology implied by the cases.	By authors
46	The Utrecht Central Station area - 250m vs 500m.	By authors
47	The Rotterdam Central Station area - 250m vs 500m	
48	The Beijing West Railway Station area - 250m vs 500m.	By authors
49	The literature selected and the relevance to the research findings.	By authors
50	Examine relevance and compare cases.	By authors
51	The evaluation of design principles.	By authors
52	The design principles related to the event typology.	By authors