Therefore, in this paper, it is tried to study the continuity of green space spots as one of the main principles of green urban roads in the vicinity of Azadi Street in Tehran, in order to investigate the continuity and relationship between green space spots and street.

**Conclusions**

Extracting land cover maps will provide critical information for implementing management plans. The prediction of land cover changes makes it possible to become aware of the changes in the future, including the amount, position and time of change, and using this awareness, appropriate planning and timely policies in order to achieve principles relation to green urban roads. The model of land cover change is a useful tool for analyzing and predicting land use change and its consequences, and can serve as a decision support and planning tool for principles of green urban roads and reforms in today's streets. As evidenced by the results of the changes, in the course of the 30-year survey, with the expansion of man-made areas around Azadi Street, we see the destruction and conversion of grasslands and gardens and, large and small spots of green spaces, both natural and artificial. Continuing this process can lead to increased environmental damage, causing the entire street to be completely disconnected from the green spaces, turning it into a completely soulless and machine-centered environment. The results show that in the studied periods, built-up lands are increasing, while lands of green spaces and grasslands are declining. It is worth noting that in 1986, the Tarasht Gardens in the northern part of Azadi Street were very interconnected, while over the periods 2000 and 2016, these gardens were fragmented and replaced with land. That's why the Azadi Street connection with the surrounding green spaces is being cut off. As a result, the street connection is interrupted with the surrounding green environment. Examining the accuracy of the results of the processing and classification of satellite images and comparing their information indicates that the classification of monitored images for the studied area is close to the ground facts and is acceptable. The validation results of the predicator model represent the good ability of the model to predict land cover changes around the Azadi Street, indicating the applicability of the CI Markov method in the region. The prediction of future land cover changes makes it possible for officials and managers to intervene through accurate and timely policies to prevent unwanted changes and damages of street space from the machine-centered mode and its relation with spots of green spaces are kept so that these green spots can be used for stopping and resting places at distances close to the street, as well as connecting the roads around the street and turning them into green roads. Because one of the main principles of the green roads is continuity and the green space around the street can have the potential to do it. Therefore, in order to bring the function of the Azadi Street of Tehran to green roads, according to the method of this study, the following suggestions are considered:

* Converting accesses near Azadi Street to green roads in order to connect between sparse green spaces such as Tarasht Gardens and artificial green spaces and promote walking.
* Consider the slow-footed roads around the street as well as the streets connected to Azadi Street in order to ride a bike.
* Converting grasslands into artificial green spaces with planting native plants compatible with the region's climate.
* Emphasizing the nodes of the roads connected to Azadi Street as well as the street itself, such as the memorable green spaces (urban parks, local parks, squares, etc.) using the creation of green streets or visual signs in order to increase the potential of tourism and recreation in the space of this street.
* Increasing the permeability of street space by expanding nature to the boundaries of this street (connecting the street with surrounding green spaces and creating ecological networks).
* Use of green roofs and scaffolding on the sidewalk of this street in places where planting is not possible in order to connect the green path of the street with surrounding areas and increase the continuity. This will also cause air conditioning and pollution reduction.
* Preventing construction and progressing into the street, while preserving the natural lands, the cost of urban development is moderated.