



HCPO 2024

BALANCING CHANGE IN
A DYNAMIC LANDSCAPE

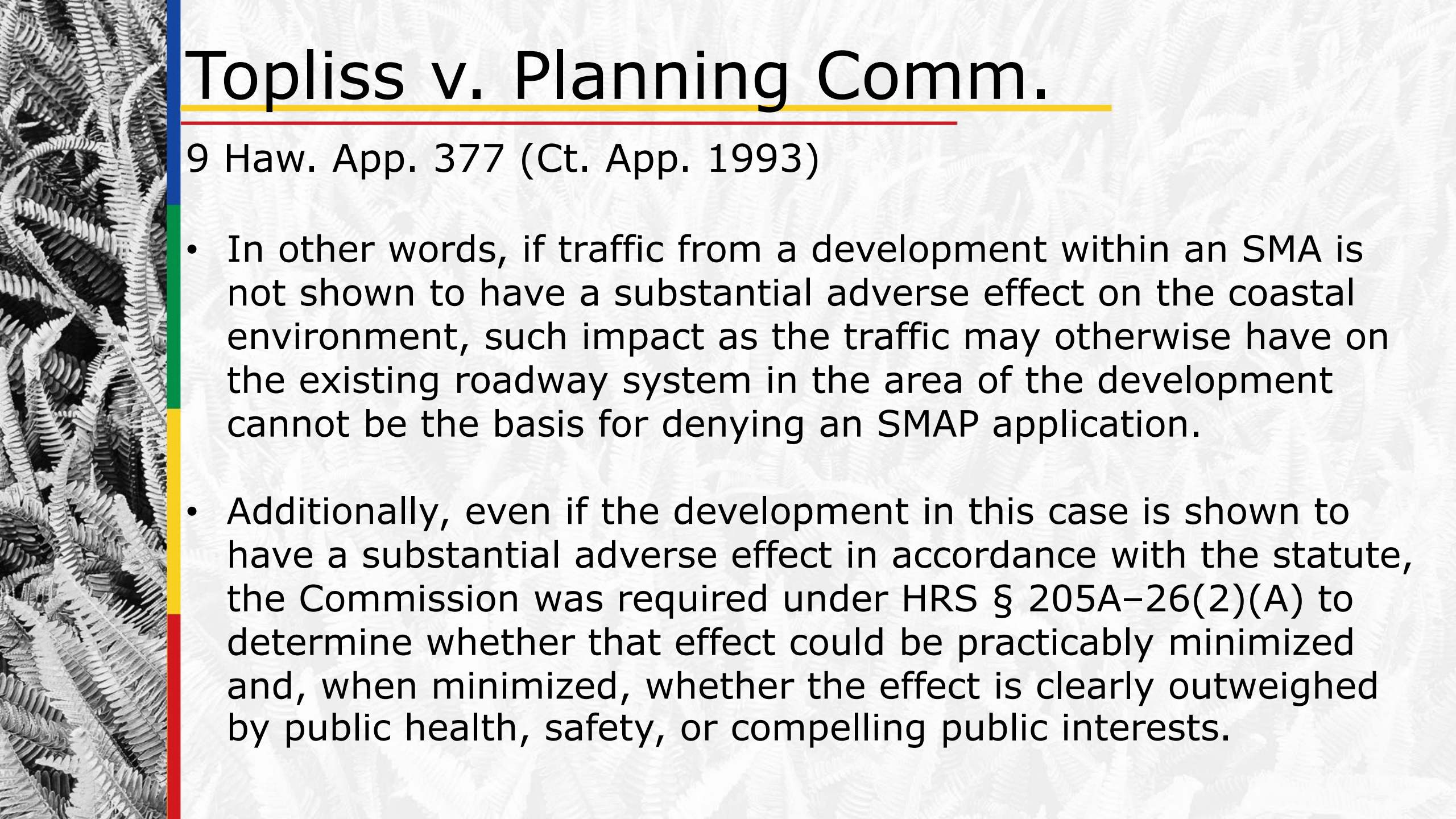


HCPO 2024

BALANCING CHANGE IN
A DYNAMIC LANDSCAPE

Days of Future Past

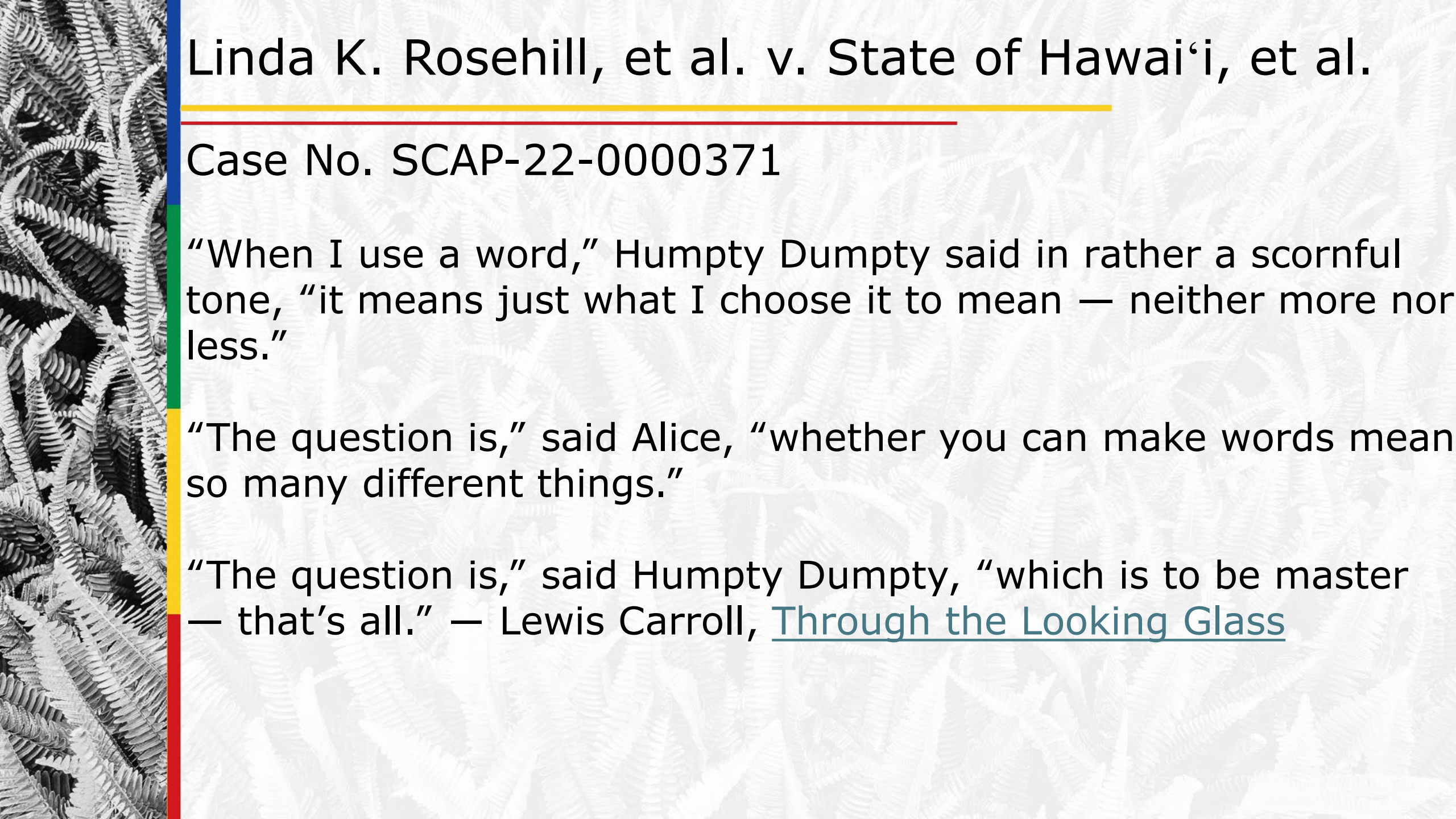
Cal Chipchase
Cades Schutte LLP



Topliss v. Planning Comm.

9 Haw. App. 377 (Ct. App. 1993)

- In other words, if traffic from a development within an SMA is not shown to have a substantial adverse effect on the coastal environment, such impact as the traffic may otherwise have on the existing roadway system in the area of the development cannot be the basis for denying an SMAP application.
- Additionally, even if the development in this case is shown to have a substantial adverse effect in accordance with the statute, the Commission was required under HRS § 205A-26(2)(A) to determine whether that effect could be practicably minimized and, when minimized, whether the effect is clearly outweighed by public health, safety, or compelling public interests.



Linda K. Rosehill, et al. v. State of Hawai‘i, et al.

Case No. SCAP-22-0000371

“When I use a word,” Humpty Dumpty said in rather a scornful tone, “it means just what I choose it to mean — neither more nor less.”

“The question is,” said Alice, “whether you can make words mean so many different things.”

“The question is,” said Humpty Dumpty, “which is to be master — that’s all.” — Lewis Carroll, [Through the Looking Glass](#)

Maui Lani Neighbors, Inc. v. State of Hawai'i, et al.

Case No. SCWC-16-0000444

If you snooze, do you lose?



Who's Lianed Is It Anyway?

