



**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 5/21/2025

**Date:** 2025-05-21

**Subject:** **Update - New Mobile Licensing By-law**

**Contact:** Kevin Lindegaard, Licensing Manager, Enforcement & By-law Services, Legislative Services

**Report number:** Legislative Services-2025-438

**RECOMMENDATIONS:**

1. That the report from Kevin Lindegaard, Licensing Manager, Enforcement & By-law Services, Legislative Services to the Committee of Council meeting of May 21, 2025, re: **New Mobile Licensing By-law**, be received;
2. That notwithstanding staff's initial recommendations with respect to refreshment vehicles approved by Council under C097-2025 (to approve the April 23, Committee of Council minutes which included CW152-2025), Council now approve the revised recommendations with respect to refreshment vehicles as set out in this report.
3. That Council enact the proposed Mobile Licensing By-law and repeal the City of Brampton Licensing By-law 67-2014 in accordance with Attachment 1.

**OVERVIEW:**

- **City of Brampton Licensing By-law 67-2014 last received a major review in 2014.**
- **On April 30, 2025, Council approved CW152-2025, which recommended certain changes to the Mobile Licensing By-law with respect to refreshment vehicles.**
- **Staff has undertaken a major review of licensing enforcement, best practices and requirements for mobile businesses.**
- **Internal and external stakeholders have been engaged in drafting the new Mobile Licensing By-law.**
- **Schedules for the draft by-law and previous reports related to mobile licensing have previously been circulated to council, current internal partners, and potential licensees, for feedback and comment.**

- **Public Notice that a revocation of current Licensing By-law 67-2014 and implementation of a new Mobile Licensing Bylaw is being considered, has been published in accordance with the Procedure By-law.**
- **Public Consultations have been held to engage stakeholders and obtain feedback, resulting in revisions to staff's recommendations under CW152-2025.**
- **Pending Council approval and based on 2024 volumes, maximum potential revenues generated through the implementation of the amended licensing by-law are \$19,008 based on a total of 209 abandoned licence applications. There is also potential for additional revenue to be collected as a result of the new Peddler Licence application fee.**

## **BACKGROUND:**

This report speaks to the licensing of mobile businesses which include driving schools, limousines, refreshment vehicles, taxicabs, personal transportation companies and peddlers. In previous reports this information has been noted and disseminated for council review and feedback. Public consultations with external stakeholders have also been held to provide the City with essential feedback, which has been reflected in the new draft Bylaw.

Generally, the intent of a business licensing Bylaw is to protect the health, safety and well-being of persons, protect consumers and control nuisance.

The *Municipal Act, 2001* provides that municipalities may establish a system for licensing businesses. The City of Brampton has had a licensing by-law since its inception in 1974. The most recent licensing by-law, By-law 67-2014, received a comprehensive review and revision in 2014. Since then, a number of amendments have been passed dealing with housekeeping and specific licensing provisions. By-law 67-2014 has been amended on multiple occasions by By-laws 187-2014, 267-2014, 230-2016, 251-2016, 264-2016, 269-2017, 134-2018, 154, 2019, 219-2019, 25-2021, 26-2012, 119-2021, 1-2022, 96-2022, 245-2022, 138-2023 and 219-2024 and as such, the proposed new by-law will be consolidated to include these amendments.

## **CURRENT SITUATION:**

The licensing of mobile businesses is administered by Enforcement and Bylaw Services Division of the Legislative Services Department. The City currently issues approximately 2660 mobile business licences per year.

The City of Brampton has experienced numerous industry changes and challenges as it continues to license and enforce the current Mobile Licensing By-law 67-2014. Staff identified that numerous changes, additions and amendments were necessary to remain current with the mobile licence industries. In an effort to enhance public safety, City

compliance measures and enforcement, staff have undertaken a comprehensive review of By-law 67-2014, to address the following with respect to mobile business licensing:

- Clarity and consistency of language.
- Ensure the needs of internal and external partners and stakeholders are met.
- Provide consistency and fairness among similar businesses
- Provide additional tools and language for enforcement
- Achieve some consistency with like municipalities inside and outside of the GTA.

In addition, on April 23, 2025, the report from David Vanderberg, Manager, Development Services, Planning, Building and Growth Management, and Allyson Sander, Strategic Leader, Legislative Services re: Future State Options for Food Trucks in the City of Brampton (RM 11/2025) was received and motions were passed to implement its recommendations by the Committee of Council Meeting of April 23, 2025 (see CW152-2025). Recommendations included: (i) removal of the DBBIA's authority in approving refreshment vehicles within the downtown area (in accordance with the motion passed at the DBBIA Board Meeting of March 27, 2025), (ii) exclusion of food trucks in MTSA's, and (iii) minimum separation distances between other refreshment vehicles. CW152-2025 was approved by Council on April 30, 2025 (see C097-2025).

Council subsequently requested that additional public consultation be conducted on these recommended changes, which has led to staff revising their recommendations under CW152-2025 to remove (i) exclusion of refreshment vehicles from MTSA's; and (ii) a minimum 50m separation between refreshment vehicles.

Staff have consulted extensively with internal and external stakeholders, including:

- Legal Services
- Zoning
- Finance
- Planning and Building Services
- Public Consultations

The result of this review is a newly drafted 2025 Mobile Licensing By-law which is being proposed for Council approval (attachment 1). Additional tools have been included in the newly proposed By-law for more effective enforcement and prosecution of those businesses not in compliance with the By-law. There have been multiple definitions added to the new by-law to ensure greater safety for citizens, and clarity and consistency of understanding for applicants, owners and operators under this by-law.

### **Proposed By-law Changes, Outline in brief:**

#### **Changes approved by Council with respect to refreshment vehicles:**

As described above, the by-law has been amended to implement the recommendations approved by Council with respect to refreshment vehicles, subject to revisions recommended by staff as informed by further public consultation.

### **Application Processes/Fee Payments:**

Under the Application Process, current licence fees have been reviewed for equity between similar licence types, without the need for any additional changes. Current expiry dates under the by-law are staggered to evenly distribute workload in the Licensing Enforcement section.

Under current practices the application fees for a licence or licence renewal are paid upon completion of the process. Historically, these revenues are often not collected due to applicant 'abandoning' or not completing the application process. The City is not compensated for the work done. As a result, the new by-law will address this by adding a new fee payment schedule. The applicant will be required to pay an initial 50% of the total licence fee to commence the application process. This fee is non-refundable and will then be applied to the final total application fee, upon the issuance of the licence (Part VI section 10(1)(a) of the new by-law. The fees for all annual mobile licence renewals have also been updated to reflect the pre-approved annual CPI increases.

### **Enforcement:**

Under all new schedules additional 'Prohibition sections' have been added. These prohibitions sections will allow for enhanced enforcement and facilitation of potential penalty notices which will enhance and streamline compliance measures and enforcement.

### **Schedules:**

Minor suggested changes only to current by-law schedule for definitions, language and consistency were made under **Schedule 1** – relating to Driving schools' businesses

Minor suggested changes only to current by-law schedule one for definitions, language and consistency were made under **Schedule 2** – relating to Limousine businesses

Numerous changes under **Schedule 3**, referring to refreshment vehicle businesses. Multiple challenges were identified during the by-law review and public consultations, relating to this current schedule. These challenges, from an enforcement perspective, required multiple additional definitions, language, conditions and requirements to be changed and added to the by-law. These additions will enhance enforcement opportunities to achieve compliance, ability to ensure public confidence and safety, as well as provide clarity and consistency for applicants, owners and operators of refreshment vehicles. Further, the Downtown Brampton BIA notified the City that they no longer wish to hold bylaw authority to permit food trucks within their boundaries in accordance with the DBBIA Board motion passed on March 27, 2025. This BIA authority section will be removed for the new 2025 Bylaw. These changes related to the BIA will

not preclude vendors from making applications for Special Events Licences (Refreshment Vehicle Licences) in this area.

Minor suggested changes to current **Schedule 4**, referring to taxicab businesses. Under review of **Schedule 4** of the current by-law, the 'Priority List' has become outdated and non-functioning. Due to numerous changes in the taxicab industry, the City will no longer be adding persons to the priority list. Staff have also undertaken and commenced work towards the removal of the priority list in its entirety and the potential move towards City issued and leased 'ambassador taxicab plates'. This pilot will be introduced in Q4 of 2025.

Removal of current **Schedule 5**. On January 1, 2024, the Provincial Government and MTO took over the tow truck industry compliance and licensing aspects of **Schedule 5 – Mobile Licensing By-law**. As such, the previous schedule 5 will be removed from the new proposed 2025 by-law in its entirety.

Minor suggested changes to current **Schedule 6** including an administrative change of this schedule to be **changed to 'Schedule 5'** – relating to the persons who carry on the business of Private Transportation Companies (PTC). A review of the City's enforcement ability to provide safety and compliance amongst merchandise peddlers within the City has resulted in the drafting of a new **Schedule 6** for this 2025 by-law.

Staff have developed and created a new **Schedule 6** for licensing enforcement of Merchandise 'Peddlers'. This schedule aligns with other adjacent municipalities and takes into account the ability to enforce and achieve compliance for persons who carry on the business of running, operating, or carry on the business of peddling goods. This new schedule will create safety and compliance for those who sell items, i.e., flags, shirts, fruit, goods et al, roadside or on or near public or city property. The new Peddler - '**Schedule 6**' will create safety near roadways, parks, and/or bus stops and elsewhere where vehicle traffic and pedestrian traffic may be impeded.

The current Mobile Licensing By-law 67-2014 will be amended to delete reference to licences to be regulated under the new 2025 by-law. By-law 67-2014 will continue to be in effect until all licence types have been reviewed and accounted for under new by-laws.

## **CORPORATE IMPLICATIONS:**

It is anticipated that the enactment of the proposed by-law will provide for more effective administration and enforcement of the by-law. It will provide clarity and safety for staff, businesses and citizens.

### **Financial Implications:**

Pending Council approval and based on 2024 volumes, maximum potential revenues generated through the implementation of the amended licensing bylaw are \$19,008 based on a total of 209 abandoned licence applications. There is also potential for additional revenue to be collected as a result of the new Peddler Licence application fee. Any revenues collected will be deposited into the Enforcement Division. Staff will monitor revenue increases and recommend future budget changes accordingly which will be presented to the Mayor for his consideration

### **Legal Implications**

Legal Implications – City Legal staff have been consulted

### **Communications Implications**

Staff are working with Strategic Communications to plan and release essential information regarding this new by-law and the included amendments to City staff and the public, once endorsed by Council. Information will be shared on the website at [www.brampton.ca/mobilelicensing](http://www.brampton.ca/mobilelicensing)

### **STRATEGIC FOCUS AREA:**

This report advances the City's strategic priority of *Government and Leadership*. Through engagement with internal and external stakeholders, the proposed Mobile Licensing By-law strengthens consumer protection, public health and safety, and quality of life. The by-law modernizes regulatory oversight to better address nuisance-related issues and aligns with the City's commitment to good governance and community well-being.

This report supports Brampton's strategic priorities of Government and Leadership by fostering service excellence that is equitable, innovative, efficient, effective, accountable, and transparent. Through engagement with internal and external stakeholders, the proposed Mobile Licensing By-law strengthens consumer protection, public health, safety and the well-being of persons, protects consumers, and controls nuisance as it relates to all aspects of Mobile Licensing within the City.

### **Government & Leadership:**

- Focusing on service excellence with equity, innovation, efficiency, effectiveness, accountability, and transparency.
- This new by-law supports the strategic focus areas and priorities. The changes and amendments support government leadership, service excellence and health and well-being.

### **CONCLUSION:**

Licensing By-law 67-2014 has not received a substantive update since 2014. Staff have researched, reviewed and written the new 2025 draft Bylaw for Mobile Licensing, taking

into account the requirements of the City, and internal and external stakeholders. By updating and clarifying numerous areas within the new proposed Bylaw it will ensure greater safety for citizens, clarity for mobile businesses, and enhanced opportunities for compliance and enforcement for Licensing staff. Please find today the attached draft of the update 2025 Mobile Licensing Bylaw, for your approval.

Authored by:

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Attachments:

- Attachment 1 - clean draft of newly proposed Mobile Licensing By-law for 2025