

2025

# Canadian Cost Guide

Your guide to better understanding Canadian real estate  
development and infrastructure construction costs

# Introduction

## **Your guide to better understanding Canadian real estate development and infrastructure construction costs.**

Over the past two years, construction costs have stabilized following a period of sharp inflation, offering developers some much-needed relief. However, while some savings have been realized, the 2025 cost landscape remains largely uncertain, shaped by both domestic economic forces, with varying impacts on construction costs across the country, and global market shifts.

Although Canada's Consumer Price Index (CPI) has been gradually cooling after hitting a multi-decade high in 2022, core inflation remains sticky, particularly in wages and services, which heavily impact construction costs. The Bank of Canada is expected to continue its rate cutting cycle through 2025, which typically spurs development. However, a faster rate decline in Canada versus the US could weaken the Canadian dollar.

Ongoing geopolitical tensions and shifting trade policies, including tariffs and global supply chain disruptions, pose significant risks as it relates to imported materials.

The potential for increased steel and aluminum tariffs, along with supply bottlenecks in key commodities like lumber, cement, and mechanical and electrical components, adds further volatility to cost projections. At the same time, ongoing labour negotiations and anticipated building code revisions could add complexity to budgeting and forecasting.

With these competing forces at play, staying agile and well-informed is more critical than ever. Building development and construction companies must closely monitor cost trends and assess the broader economic landscape to make strategic, data-backed decisions in an ever-changing market.

Please note: This publication is provided for informational purposes only and is intended as a general guide for initial construction cost estimates. It does not replace the need for professional advice. This document includes both historical information and estimated guidelines for 2025. A number of factors may influence the costs relating to development and infrastructure construction, including regulatory conditions and economic factors such as changes in tariff policies, supply chain disruptions and market fluctuations. We strongly recommend that you consult with a qualified professional to create an accurate estimate and pro forma figures tailored to the specific conditions and details of your unique development and infrastructure projects.





# What's inside

About the 2025 construction cost data.....	4
Private sector construction costs .....	5
Public sector construction costs.....	6
Infrastructure construction costs.....	7
Frequently asked questions .....	8
Notes on correct use of data .....	10
Appendix – Building type descriptors.....	11

# About the 2025 construction cost data

Construction costs are influenced by both global and local economic conditions, market trends, and advancements in building materials, practices, and methods. In producing our annual guide, we have taken all these factors into account to provide you with a budget range for construction hard costs across various asset classes in the Canadian marketplace.

However, please note that this guide does not include the impact of any pending tariffs, which may affect material prices and overall construction costs in 2025.

This guide aims to serve as a helpful resource for initial budgeting or as a benchmark for estimating costs. However, we strongly recommend that you consult with a qualified professional to create an accurate estimate and pro forma figures tailored to the specific conditions and details of your unique development and infrastructure projects.

[Learn more](#)

Data based on real projects



Residential

\$197

BILLION

2,745

PROJECTS

990M+

SQUARE FEET



ICI

(Industrial, Commercial and Investment)

\$139

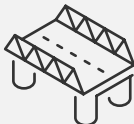
BILLION

3,048

PROJECTS

534M+

SQUARE FEET



Infrastructure

\$185

BILLION

450

PROJECTS

Total

\$521

BILLION

6,243

PROJECTS

1,524M+

SQUARE FEET

As at: January 31, 2025

# Private sector (cost per square foot)

## BUILDING TYPE

### Residential

#### CONDOMINIUMS/APARTMENTS

	Vancouver		Calgary		Edmonton		Winnipeg		GTA		Ottawa		Montreal		Halifax		St. John's	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
Up to 12 Storeys	330	to 405	295	to 350	295	to 350	295	to 350	290	to 390	270	to 345	260	to 320	240	to 340	250	to 350
13-39 Storeys	360	to 455	305	to 360	305	to 360	305	to 355	295	to 385	310	to 340	300	to 315	295	to 370	N/A	to N/A
40-60 Storeys	360	to 480	310	to 365	310	to 365	310	to 360	330	to 410	315	to 365	310	to 355	N/A	to N/A	N/A	to N/A
60+ Storeys	370	to 485	N/A	to N/A	N/A	to N/A	N/A	to N/A	365	to 480	N/A	to N/A	N/A	to N/A	N/A	to N/A	N/A	to N/A
Premium for High Quality	up to	275	up to	265	up to	265	up to	260	up to	245	up to	195	up to	200	up to	195	up to	200

#### WOOD FRAMED RESIDENTIAL (Dimensional Lumber)

Row Townhouse with Unfinished Basement	205	to 310	185	to 245	180	to 240	180	to 240	205	to 265	130	to 180	135	to 185	140	to 200	150	to 200
Single Family Residential with Unfinished Basement	200	to 320	175	to 265	170	to 265	165	to 250	200	to 275	140	to 225	145	to 205	140	to 215	150	to 210
3 Storey Stacked Townhouse	225	to 315	195	to 255	190	to 255	185	to 250	230	to 270	170	to 205	155	to 205	165	to 210	165	to 215
Up to 6 Storey Wood Framed Condo	275	to 365	235	to 345	230	to 345	225	to 340	245	to 330	215	to 280	210	to 275	175	to 220	240	to 310
Custom Built Single Family Residential	495	to 1,250	475	to 1,090	475	to 1,090	470	to 1,050	520	to 1,130	500	to 1,000	440	to 875	345	to 695	350	to 700

#### SENIORS HOUSING

Independent / Supportive Living Residences	330	to 420	260	to 350	260	to 350	255	to 345	285	to 385	310	to 360	215	to 325	250	to 325	260	to 335
Assisted Living Residences	315	to 450	295	to 375	295	to 375	290	to 370	310	to 405	330	to 380	245	to 335	270	to 360	280	to 365
Complex Care Residences	410	to 625	335	to 550	335	to 550	330	to 545	400	to 590	380	to 550	365	to 530	375	to 585	400	to 565

### Commercial

#### OFFICE BUILDINGS

Under 5 Storeys (Class B)	300	to 380	240	to 325	240	to 325	235	to 320	260	to 355	240	to 310	200	to 270	190	to 245	200	to 350
5-30 Storeys (Class B)	300	to 375	245	to 330	245	to 330	240	to 325	270	to 380	250	to 340	205	to 280	195	to 280	200	to 280
5-30 Storeys (Class A)	345	to 425	270	to 375	270	to 375	265	to 370	305	to 450	295	to 385	265	to 355	215	to 310	215	to 310
31-60 Storeys (Class A)	370	to 460	305	to 430	305	to 430	300	to 425	355	to 510	N/A	to N/A	315	to 440	N/A	to N/A	N/A	to N/A
Interior Fitout (Class B)	90	to 175	80	to 120	80	to 120	75	to 115	110	to 150	85	to 135	90	to 130	65	to 110	65	to 105
Interior Fitout (Class A)	160	to 300	115	to 205	115	to 205	110	to 200	160	to 265	125	to 195	140	to 195	105	to 175	100	to 175

#### RETAIL

Strip Plaza	210	to 300	220	to 300	220	to 300	215	to 295	235	to 295	170	to 245	155	to 225	140	to 190	145	to 190
Supermarket	215	to 270	210	to 260	210	to 260	205	to 255	175	to 260	180	to 260	175	to 230	170	to 230	170	to 220
Big Box Store	205	to 270	200	to 255	200	to 255	195	to 250	165	to 240	175	to 225	165	to 220	175	to 225	185	to 235
Enclosed Mall	350	to 460	270	to 420	270	to 420	265	to 415	275	to 480	245	to 315	245	to 330	225	to 320	235	to 315

#### HOTELS

Budget	240	to 310	240	to 325	240	to 325	235	to 320	245	to 325	220	to 285	195	to 265	215	to 265	225	to 280
Suite Hotel	340	to 425	300	to 410	300	to 410	295	to 405	345	to 420	290	to 385	245	to 325	235	to 335	280	to 405
4-star Full Service	395	to 560	320	to 435	320	to 435	315	to 430	390	to 565	345	to 520	310	to 455	290	to 370	300	to 435
Premium for Luxury	up to	205	up to	200	up to	200	up to	195	up to	305	up to	160	up to	175	up to	140	up to	150

#### PARKING

Surface Parking	13	to 25	11	to 27	11	to 27	11	to 27	15	to 30	12	to 24	11	to 22	13	to 24	10	to 20
Freestanding Parking Garages (Above Grade)	130	to 210	115	to 175	115	to 175	110	to 170	125	to 200	115	to 165	105	to 155	115	to 145	120	to 155
Underground Parking Garages	170	to 290	160	to 220	160	to 220	155	to 215	175	to 285	200	to 290	145	to 195	145	to 200	150	to 200
Underground Parking Garages – Premium for Unusual Circumstances	up to	220	up to	145	up to	145	up to	140	up to	220	up to	210	up to	175	up to	175	up to	180

#### INDUSTRIAL FACILITIES

Warehouse	125	to 210	125	to 165	125	to 165	120	to 160	80	to 180	120	to 170	115	to 175	115	to 180	110	to 165
Distribution Facility	200	to 485	150	to 450	150	to 450	145	to 445	180	to 480	165	to 445	160	to 440	160	to 415	180	to 475
Urban Storage Facility	120	to 175	140	to 185	140	to 185	135	to 180	95	to 195	105	to 195	N/A	to N/A	N/A	to N/A	N/A	to N/A

# Public sector (cost per square foot)

BUILDING TYPE	Vancouver		Calgary		Edmonton		Winnipeg		GTA		Ottawa		Montreal		Halifax		St. John's	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
<b>Institutional</b>																		
<b>EDUCATIONAL BUILDINGS</b>																		
Elementary School	425	to 530	355	to 555	355	to 555	330	to 545	450	to 700	360	to 460	380	to 475	360	to 430	325	to 460
Secondary School	445	to 535	395	to 575	395	to 575	360	to 570	500	to 750	380	to 480	400	to 480	365	to 465	350	to 475
Universities & Colleges – Teaching and Lecture Hall Building	750	to 1,250	575	to 950	575	to 950	550	to 945	900	to 1,250	710	to 1,015	665	to 910	660	to 760	670	to 770
Universities & Colleges – Laboratories (Level 1 and 2)	925	to 1,400	750	to 1,250	750	to 1,250	725	to 1,245	1,150	to 1,600	935	to 1,245	900	to 1,190	760	to 1,100	770	to 1,110
Universities & Colleges – Student Residence	395	to 580	310	to 420	310	to 420	300	to 415	590	to 800	380	to 480	360	to 455	325	to 400	285	to 375
<b>HEALTH CARE</b>																		
General Hospital/Acute Care	1,000	to 1,550	950	to 1,400	950	to 1,400	900	to 1,390	1,030	to 1,620	950	to 1,500	870	to 1,265	770	to 1,260	800	to 1,200
Medical Clinic/Treatment Centre	550	to 695	375	to 850	375	to 850	370	to 845	460	to 800	450	to 600	360	to 530	410	to 680	400	to 550
<b>Civic</b>																		
<b>TRANSPORTATION BUILDINGS</b>																		
Regional Airport Terminal	430	to 550	500	to 750	500	to 750	495	to 745	535	to 640	395	to 500	380	to 470	385	to 480	360	to 500
International Airport Terminal	840	to 1,100	800	to 1,100	800	to 1,100	795	to 1,095	885	to 1,175	800	to 985	760	to 900	745	to 910	745	to 910
Bus Terminal/Garage	400	to 510	380	to 525	380	to 525	375	to 520	460	to 750	345	to 430	335	to 395	315	to 405	280	to 375
<b>GOVERNMENT BUILDINGS</b>																		
Fire/EMS Station	600	to 865	550	to 715	550	to 715	545	to 710	620	to 860	570	to 695	525	to 605	400	to 490	400	to 500
Police Station – Local Detachment	550	to 600	450	to 545	450	to 545	445	to 540	600	to 735	540	to 600	500	to 545	450	to 550	410	to 475
Police Station – Regional Headquarters	500	to 620	475	to 565	475	to 565	470	to 560	525	to 625	470	to 570	455	to 525	475	to 625	350	to 450
Court House	540	to 750	605	to 925	605	to 925	600	to 920	640	to 820	530	to 705	500	to 660	485	to 585	480	to 550
Facilities Maintenance Building	450	to 550	315	to 465	315	to 465	310	to 460	600	to 745	485	to 555	420	to 505	300	to 350	300	to 350
Penitentiary	575	to 720	575	to 750	575	to 750	570	to 745	635	to 770	510	to 640	470	to 580	430	to 595	480	to 595
Municipal Office (Including Fit-Up)	450	to 530	410	to 475	410	to 475	405	to 470	445	to 580	375	to 470	350	to 430	335	to 385	350	to 400
Library	455	to 800	425	to 800	425	to 800	420	to 795	550	to 1,100	500	to 850	455	to 730	410	to 670	400	to 600
<b>RECREATION/ENTERTAINMENT BUILDINGS</b>																		
Ice Arena	395	to 510	375	to 550	375	to 550	370	to 545	355	to 450	345	to 450	340	to 425	345	to 395	340	to 395
Community Aquatic Facility	560	to 930	550	to 800	550	to 800	545	to 795	610	to 940	570	to 780	525	to 680	650	to 825	510	to 565
Multi-Use Recreational Centre	545	to 1,050	450	to 725	450	to 725	445	to 720	670	to 1,160	590	to 710	545	to 640	550	to 675	460	to 585
Performing Arts Building	890	to 1,250	650	to 1,150	650	to 1,150	645	to 1,145	940	to 1,270	625	to 980	530	to 890	490	to 635	485	to 620
Museum / Gallery	555	to 900	585	to 1,100	585	to 1,100	580	to 1,095	660	to 1,200	615	to 765	520	to 705	470	to 615	445	to 620

# Infrastructure

## BUILDING TYPE

British Columbia		Alberta		Ontario (GTA Region)		Ontario (Ottawa Region)	
Low	High	Low	High	Low	High	Low	High

## Infrastructure (cost per unit)

### LIGHT RAIL TRANSIT

Guideway – Underground (Tunnel) (per km)	90,400,000	to	210,000,000	79,200,000	to	184,000,000	87,200,000	to	202,500,000	82,400,000	to	191,200,000
Guideway – Underground (Cut and Cover) (per km)	41,200,000	to	389,100,000	36,100,000	to	340,700,000	39,700,000	to	375,000,000	37,500,000	to	354,100,000
Guideway – At Grade (per km)	2,600,000	to	75,700,000	2,300,000	to	29,800,000	2,500,000	to	32,800,000	2,400,000	to	31,100,000
Guideway – Elevated (per km)	18,500,000	to	80,800,000	16,300,000	to	61,900,000	17,100,000	to	68,100,000	16,200,000	to	64,400,000
Stops – At Grade (per unit)	1,400,000	to	7,300,000	1,200,000	to	6,100,000	1,300,000	to	6,700,000	1,200,000	to	6,300,000
Stations – Underground (per unit)	54,800,000	to	251,500,000	48,000,000	to	192,500,000	52,800,000	to	211,900,000	49,900,000	to	200,200,000
Stations – At Grade (per unit)	6,000,000	to	48,800,000	5,300,000	to	41,200,000	5,800,000	to	45,300,000	5,600,000	to	42,800,000
Stations – Elevated (per unit)	30,800,000	to	86,000,000	27,000,000	to	78,300,000	29,600,000	to	86,100,000	28,000,000	to	81,300,000
Operations and Maintenance Facility (per sf)	235	to	1,820	210	to	1,230	225	to	1,360	220	to	1,290
Systems (per km)	6,300,000	to	79,900,000	5,400,000	to	25,100,000	6,100,000	to	27,700,000	5,700,000	to	26,200,000

### HIGHWAYS

Multi-Lane Highways (per lane km)	2,500,000	to	3,400,000	2,100,000	to	3,000,000	2,500,000	to	4,700,000	2,400,000	to	3,500,000
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Vancouver		Calgary		Edmonton		Winnipeg		GTA		Ottawa		Montreal		Halifax		St. John's	
Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High

## Servicing

Local Roads – 8m road width (per metre)	3,000	to	4,100	3,300	to	3,800	3,300	to	3,800	3,300	to	3,800	4,200	to	5,800	3,300	to	4,400	3,200	to	4,200	3,000	to	3,800	3,400	to	4,200
Arterial Roads – 9m road width (per metre)	3,100	to	4,400	3,500	to	4,000	3,500	to	4,000	3,500	to	4,000	4,500	to	6,100	3,400	to	4,900	3,500	to	5,000	3,200	to	4,200	3,500	to	4,500
Arterial Roads – 12m road width (per metre)	4,000	to	4,700	4,200	to	4,800	4,200	to	4,800	4,200	to	4,800	5,300	to	6,900	4,500	to	5,500	4,400	to	5,400	4,100	to	4,900	4,300	to	4,800
Private Roads – 6m road width (per metre)	2,000	to	3,000	2,600	to	3,400	2,600	to	3,400	2,600	to	3,400	3,000	to	4,000	2,600	to	3,500	2,600	to	3,500	2,500	to	3,100	2,800	to	3,300
Residential Row Townhouses (per unit)	20,500	to	32,000	19,700	to	30,200	19,700	to	30,200	19,700	to	30,200	24,800	to	35,800	24,800	to	33,400	22,300	to	32,100	19,200	to	27,000	23,100	to	30,800
Industrial (per acre)	136,600	to	236,300	140,000	to	230,000	140,000	to	230,000	140,000	to	230,000	165,000	to	252,300	150,000	to	233,000	145,000	to	224,000	124,400	to	196,900	153,900	to	220,600
Commercial (per acre)	173,300	to	288,900	166,700	to	312,400	166,700	to	312,400	166,700	to	312,400	221,300	to	370,800	205,000	to	347,400	195,300	to	332,600	171,000	to	274,700	194,900	to	318,100

Note: All building costs include the above-grade scope of work only, complete with foundations. To calculate the total construction cost you need to also include the below grade scope of work (see the Parking section of the cost tables).



40-storey  
office building  
in Toronto

800,000

SQUARE FEET ABOVE GRADE

200,000

SQUARE FEET BELOW GRADE

Here is how the calculation is applied separately for above and below grade:

Above grade 800,000 square feet x \$435/square foot = \$348 million

Below grade 200,000 square feet x \$230/square foot = \$46 million

**Total = \$394 million**



# Frequently asked questions

**Q. If I am budgeting for a building without an underground parking area, can I use just the applicable rate for the above grade without adding any underground parking cost?**

Yes, the above grade costs include the cost of a slab-on-grade and associated footings.

**Q. In the Parking section, when would the Underground Parking Garages – Premium for Unusual Circumstances apply and what would it include?**

Underground parking garage costs can vary significantly depending on their site specifics, location, soil conditions, ground water conditions, shape, and depth. Examples where additional costs may be incurred, include:

- Non-typical foundations due to poor soil stability
- Bathtubbing the underground due to groundwater or municipal regulations
- Soil conditions that increase excavation costs and/or shoring costs
- Unusually constricted site conditions (e.g., proximity to adjacent structures)
- Footprint shapes that increase the ratio of exterior wall area relative to floor area
- Non-typical floor heights and/or specifications
- Remediation of contaminated soils or groundwater

**Q. Why do costs for the same asset type vary significantly between cities?**

The Cost Guide provides estimated costs for various types of buildings as they are typically defined in specific markets. It's important to note that both labour and material costs can vary between different markets. Additionally, the standards and specifications for each building type may also differ.

For example, a mid-quality condominium in Vancouver generally features higher specifications than a similar unit in Halifax. Additionally, there are differences in climate and building codes between cities. For instance, the HVAC system needed in Calgary differs from that required in Vancouver.

These differences are also reflected in the numbers. The difference in the Cost Guide numbers is a composite of both the differences in labour and material cost and the differences in design.

**Q. In the Condominiums/Apartments section, what is the Premium for High Quality item, what does it include, and when does it apply?**

The Cost Guide numbers are representative of the level of finishes and design that would be considered typical of a mid-quality condominium/apartment in that city. If aspects of your building's design are beyond what

would be considered typical, you should be adding this premium. The delineation of what is and is not premium differs from market to market, but could include such things as premium quality floor finishes, high-end kitchen cabinetry and appliances, luxury building amenities, upgrades to exterior enclosures, etc.

**Q. What is the methodology used to determine the Cost Guide numbers?**

The Cost Guide numbers are determined through a combination of our historical data for each asset class in each city and the expertise and knowledge provided by the senior managers in each of our offices across the country.

**Q. Can Cost Guide numbers be used for insurance purposes and estimating replacement costs?**

A qualified cost professional should prepare a replacement cost estimate tailored to your unique asset, particularly for distinctive properties with complex designs. Relying on generic estimates that do not address your specific needs can leave you vulnerable.



**Q. I want to measure yearly cost escalation. Will comparing the current Cost Guide numbers to those from previous years provide a useful measure of annual cost escalation?**

We do not recommend using the Cost Guide to measure cost escalation. Instead, it is intended as a tool for clients who are considering an appropriate conceptual budget for a specific type of building in a particular market at a given time. The methodology allows for all variables – such as design and costs – to vary from year to year and from location to location, ensuring that it accurately reflects what is typical in each market each year.

What is considered typical in one city may not apply to another city. Likewise, the standards for a particular building type today may differ from those of the same building type five years ago. Additionally, we periodically revise the definitions and scopes of building categories, making accurate year-over-year comparisons challenging.

To accurately measure cost escalation and isolate changes solely due to cost increases, all other variables would need to remain constant.

**Q. Can I apply the zoning floor areas calculated by my architect to the unit rates in the Cost Guide?**

Using zoning floor areas to calculate costs is a common and potentially costly error. The Cost Guide rates are calculated using the Canadian Institute of Quantity Surveyors' definition of floor area, whereas zoning floor area definitions differ from municipality to municipality and often exclude significant areas of the building from

the calculation. Thus, using the floor area measured per zoning definitions can result in underestimating costs by as much as 12%. If you do not have floor plans for your building when preparing your budget, you will need to gross up the zoning floor areas to account for the variance in definition.

If you do have floor plans for your building, we strongly recommend having the floor areas properly measured in accordance with the Canadian Institute of Quantity Surveyors' Method of Measurement of Construction Works.

**Q. Do the Cost Guide numbers for 2025 account for the impact of potential or anticipated tariffs?**

No, the 2025 guide's cost figures do not account for potential tariff impacts on construction costs. Similarly, they also do not factor in the cost impact of upcoming building code revisions or labour agreement negotiations. These factors should be considered when estimating project expenses in 2025.

# Notes on correct use of data

## Guide only

The construction cost data contained herein are of a general nature only and subject to confirmation with respect to specific circumstances.

The unit rates for the building types described are an average range exclusively for that particular type of building. The unit rates assume that a level, open site exists with no restrictions from adjoining properties. It is assumed that stable soil conditions prevail. Average-quality finishes (unless otherwise stated), both to the exterior and interior are also assumed.

Judgement factors must be applied within the average range to allow for:

- Quality
- Schedule
- Extent of site works
- Location
- Site restrictions
- Design method
- Type of contract
- Building shape, size, and height
- Market conditions
- User requirements
- Topography and soil conditions
- Procurement advantage of developer/contractor

## Federal and provincial sales tax

The unit costs provided exclude Value Added Taxes (GST, HST, and QST), but include Provincial Sales Tax (PST) where applicable at the time of the release of this guide.

## Correct measurement and use of square foot

In preparing a “cost per square foot” guide, we must outline how we define the area used as the denominator to calculate this value. We have adopted the Canadian Institute of Quantity Surveyors’ definition which dictates:

1. Measure each floor to the outer face of the external walls.
2. No deductions are made for an opening at stairs, elevators, or vertical ducts.
3. A deduction is made for a non-service vertical protrusion, e.g., atrium space.
4. Mezzanine floors are generally included.
5. Balconies are excluded; enclosed solariums in residential condominiums are included.
6. Sloping and stepped floors (auditoriums/movie theatres) are measured flat.
7. External covered walkways are excluded.

If the building includes underground parking areas, these costs need to be added based on the “Underground Parking Garage” rate in the guide.

## Hard construction costs only

The unit costs outlined herein cover construction costs only. In all commercial developments the project budget must also include development or “soft” costs. These would include some or all the following:

- Land and related costs
- Legal fees
- Site services outside the property
- Tenant incentives
- Soil and environmental tests
- Contingencies
- Architectural and engineering fees
- Special design consultants
- Interest charges and lenders’ fees
- Permits and development charges
- Land surveys
- Government-registered programs
- Special equipment and furnishings
- Marketing and advertising
- Purchaser upgrades
- Property taxes
- Other municipal fees
- Insurance and bond costs
- Management costs
- Levies
- Appraisals
- Broker commissions
- Developer profit
- Rezoning costs

APPENDIX

# Building type descriptors



# Residential

All costs exclude site development and premiums associated with unique architecture.

## **Condominiums and apartments**

- Assumed cast-in-place concrete structure unless otherwise indicated.
- The premium for high-quality can be applied to any of the condominium/apartment categories.
- Parking is excluded from all unit rates and should be added accordingly.

## **Wood-framed**

- The floor area of the unfinished basement and garage should be excluded from the area used with the unit rate provided.
- Parking is excluded from all unit rates and should be added accordingly.

## **Seniors housing**

- Costs can fluctuate depending on the level of care, services provided to the residents, and whether the facility is for-profit or community based.



# Commercial

**All costs exclude site development and premiums associated with unique architecture.**

## Office buildings

- Assumed base building construction only, including mechanical and electrical services, washrooms, and finishing of ground floor entrance lobby.
- Tenant partitioning and finishes (with the exception of ceiling and column finishes) are excluded. The cost of finishing this space can fluctuate depending on the density of partitioning and the quality of the finishes.
- Costs assume standalone buildings and are not representative of a component within a mixed-use building.
- Parking is excluded from all unit rates and should be added accordingly.

## Retail

- Assumed single-storey buildings with the exception of enclosed malls.
- The CRU space is considered shell.
- Public spaces within an enclosed mall are finished.
- Costs assume standalone buildings and are not representative of a component within a mixed-use building.

## Hotels

- FF&E allowances are excluded, as each operator has its own definition, and the costs can vary significantly.
- Budget hotels assume no restaurant or bar facilities and minimal meeting/conference areas.
- Suite hotels assume the inclusion of a kitchenette.

- Four-star full-service hotels include dining and conference facilities and special-use lounges. Premiums for luxury should only be applied to the four-star full-service hotel.

## Parking

- On-grade parking assumes an asphalt paved surface lot, including necessary curbs, line painting, storm servicing, and pole lighting.
- Freestanding (above grade) parking assumes an open-air structure.
- Underground parking assumes that there are no extraordinary conditions or unusual circumstances.
- Premium for unusual circumstances could be applied to account for issues such as but not limited to poor soil conditions, excessive groundwater, environmental contamination, restricted site conditions, small or non-standard footprint shape, and non-typical floor-to-floor heights.
- The “efficiency” of garages (parking area/stall) is also an important cost variable.
- All parking unit rates should be applied to the area of parking required and not the associated building area.

## Industrial facilities

- Warehouse space is based on heated shell space, excluding mezzanine areas. A finished office component is included.
- Distribution facilities include modern eCommerce fulfillment centers and major retail distribution buildings.
- Urban storage facilities are based on multi-level facilities which have site constraints.





# Institutional

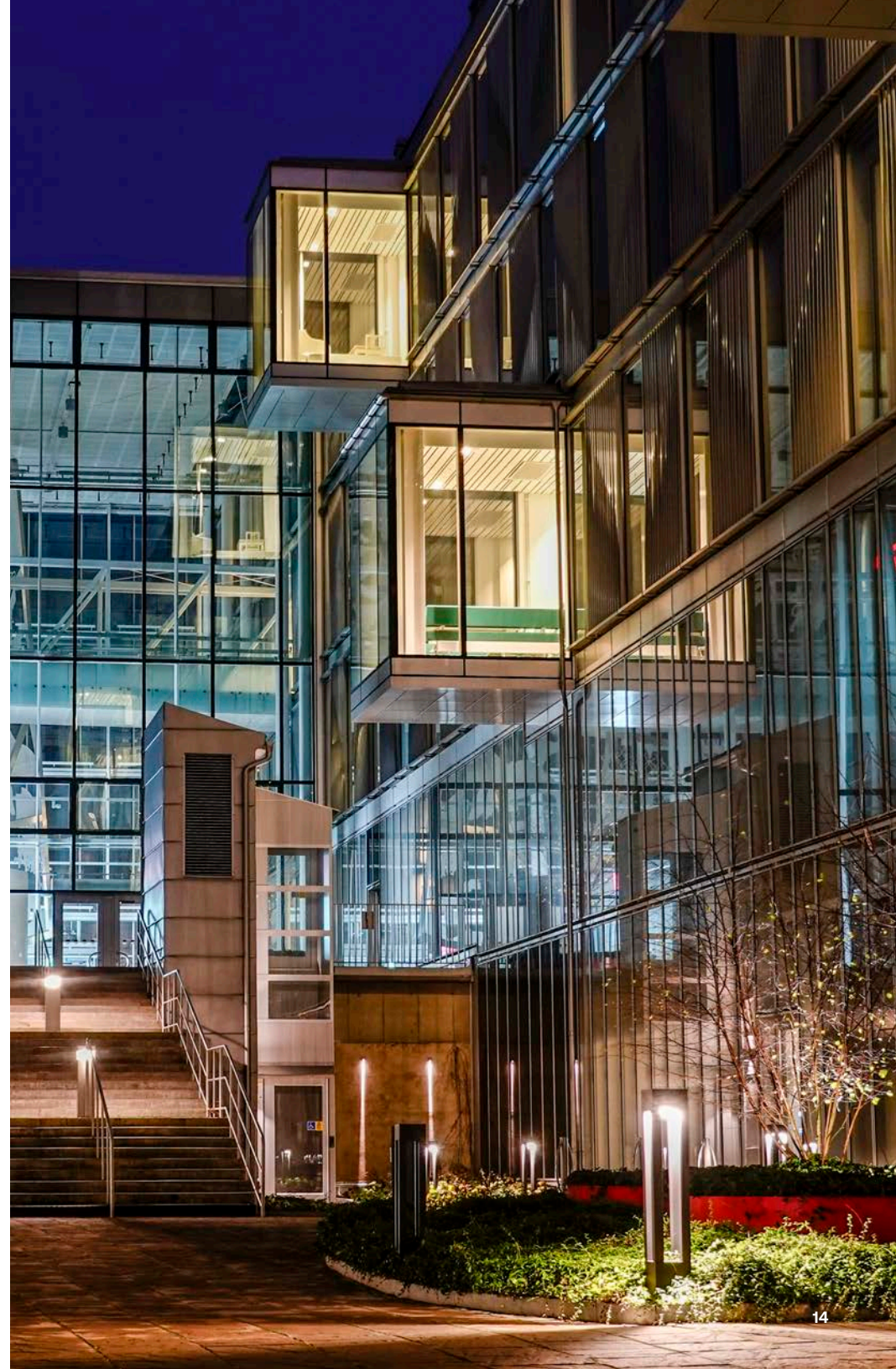
All costs exclude site development and premiums associated with unique architecture.

## Educational buildings

- Exclude allowances for FF&E.

## Health care buildings

With more than 40 subcategories of space types available in hospitals, the mix of costs fluctuate depending on the type of facility being constructed, the mix of beds, clinics, and surgical suites, as well as the building configuration. Parking and FF&E are excluded.





# Civic

**All costs exclude site development and premiums associated with unique architecture.**

## **Transportation buildings**

- Regional airport terminals are typically single-storey facilities that have smaller gate and circulation capacity for local domestic flights and minimal amenities.
- International airport terminals are multilevel facilities with extensive amenity space for restaurants and retail stores, in addition to larger circulation space and gate capacity. Also included are spaces for customs and immigration control. Costs for any parking, airside infrastructure, or equipment are excluded.
- Bus garages are slab-on-grade, single-storey, long-span steel structures including vehicle maintenance facilities and a small administration area. FF&E including vehicle lifts are excluded.
- All buildings are based on suburban facilities with no site constraints. Any associated site work or parking is excluded from the unit costs.
- Costs assume a design standard equivalent to LEED Silver. Premiums associated with actual certification or Gold/Platinum design are excluded.

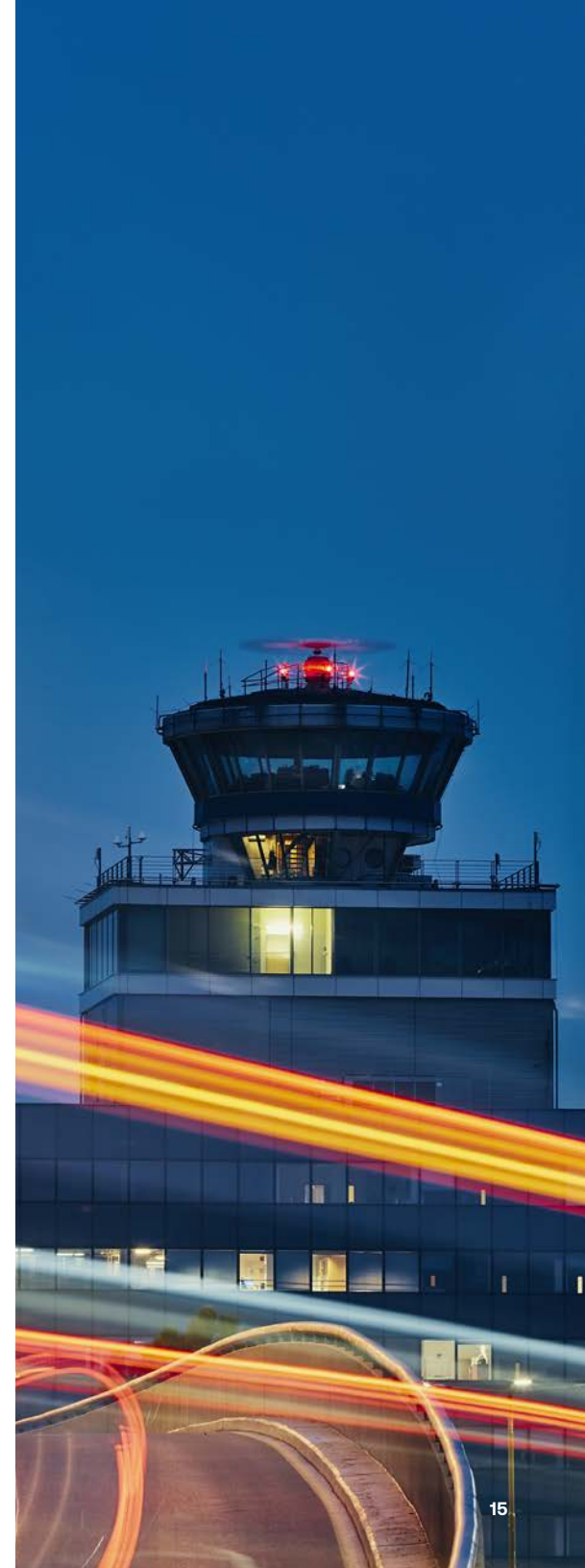
## **Government buildings**

- Fire/EMS Stations exclude any costs associated with training buildings.
- Local Police Detachments include offices and facilities for police and civilian members with minimal interview rooms and holding cells.
- Regional Police Headquarters include the same scope as a Local Police Detachment, plus additional interview rooms, holding cells, training space, and administration.

- Courthouses include judicial chambers, administrative offices, holding cells, and courtrooms.
- Facilities Maintenance Building costs are based on the main facility only, including maintenance, storage, and administrative areas. Any outbuildings would be an additional cost.
- The range of costs for penitentiaries vary depending on the level of security and size of the facility.
- Municipal offices include administrative space for all municipal departments, meeting and conference rooms, council chambers, cafeteria, daycare facility, and significant atrium space.
- Library costs vary depending on size and whether the building is standalone or part of a multi-use facility.

## **Recreation / Entertainment buildings**

- Ice arenas include single to four-pad facilities with spectator seating; unit costs are based on steel structures.
- Community aquatic facilities include single or multiple pools, minimal spectator seating, change room facilities, and fitness areas. Unit costs are based on conventionally framed structures for most of the building.
- Multi-use recreation centres could include any combination of fitness, gymnasium, daycare, community room, and administrative space. Facilities with arena, pool, and multi-purpose areas should be based on the costs for each component combined.
- Performing arts buildings unit costs vary depending on the size and function of the facility. Acoustical treatment, theatre lighting, stage, and seating requirements would all impact the cost.
- Museum and gallery costs vary depending on the purpose of the space; humidity and temperature control, redundant systems, and fire prevention all impact the costs.



# Infrastructure

All costs exclude site development and premiums associated with unique architecture.

## Light rail transit

- Assumes average project conditions and does not account for unusual circumstances such as but not limited to poor soil conditions, excessive groundwater, or environmental contamination.
- Does not include structures such as bridges and interchanges.
- Does not include utility works.
- Based on direct construction costs only.
- Stops – at Grade – Assumes an average size of 5,000 square feet.
- Stations – Underground – Assumes an average size of 100,000 square feet.
- Stations – at Grade – Assumes an average size of 30,000 square feet.
- Stations – Elevated – Assumes an average size of 30,000 square feet.
- Operations and Maintenance Facility – Inclusive of storages, light maintenance facilities, and heavy maintenance facilities.

## Highways

- Rates allow for underground storm, sewer, lighting, earthworks, curbs, and asphalt roadways. Items such as berms, retaining walls, noise barrier fences, entrance features, storm ponds, landscaping, and external services are excluded.
- Assumes average project conditions and does not account for unusual circumstances such as but not limited to poor soil conditions, excessive groundwater, or environmental contamination.
- Based on direct construction costs only.
- Does not include structures such as bridges and interchanges.
- Through-city highways are excluded.





# Servicing

All costs exclude site development and premiums associated with unique architecture.

## Servicing

- The rates for residential site servicing are based on costs per centre line of road and allow for underground storm, sewer, water services, electrical services, street lighting, earthworks, curbs, asphalt roadways and sidewalks.
- Items such as berms, retaining walls, noise barrier fences, entrance features, storm ponds, landscaping, and external services are excluded. (Assumes adequately sized municipal services are available at the property line.)
- The higher end of the specified range should be used for municipalities, which require crusher run limestone in lieu of granular materials for the base road construction and/or where curb or road sub drains are required.
- Arterial road costs may be partially recoverable from the local municipality or region.
- The rates for townhouse servicing are provided on a per unit basis and include private roads within a complex subdivision.
- The rates for industrial and commercial site servicing are provided on a per acre basis.
- Costs exclude any requirement for oversizing.





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