



Altus Group

2024

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

The deceleration of construction costs, which commenced in the latter half of 2022, persisted throughout 2023. Rapid increases in interest rates across many of the world's major economies have contributed to a downward trend in inflation. Notably, indications of slowing inflation are evident not only in the Consumer Price Index (CPI) but also in sectors directly influencing construction costs.

By the fourth quarter of 2023, container freight prices had reverted to pre-pandemic levels. Additionally, numerous commodity prices experienced significant decreases from their historical peaks, and the costs of many manufactured products also receded from exceptionally high levels. It is crucial to acknowledge that these declines were largely counterbalanced by increases in other areas. Consequently, the overall outcome has been characterized by low to moderate cost escalation rather than substantial cost reductions.

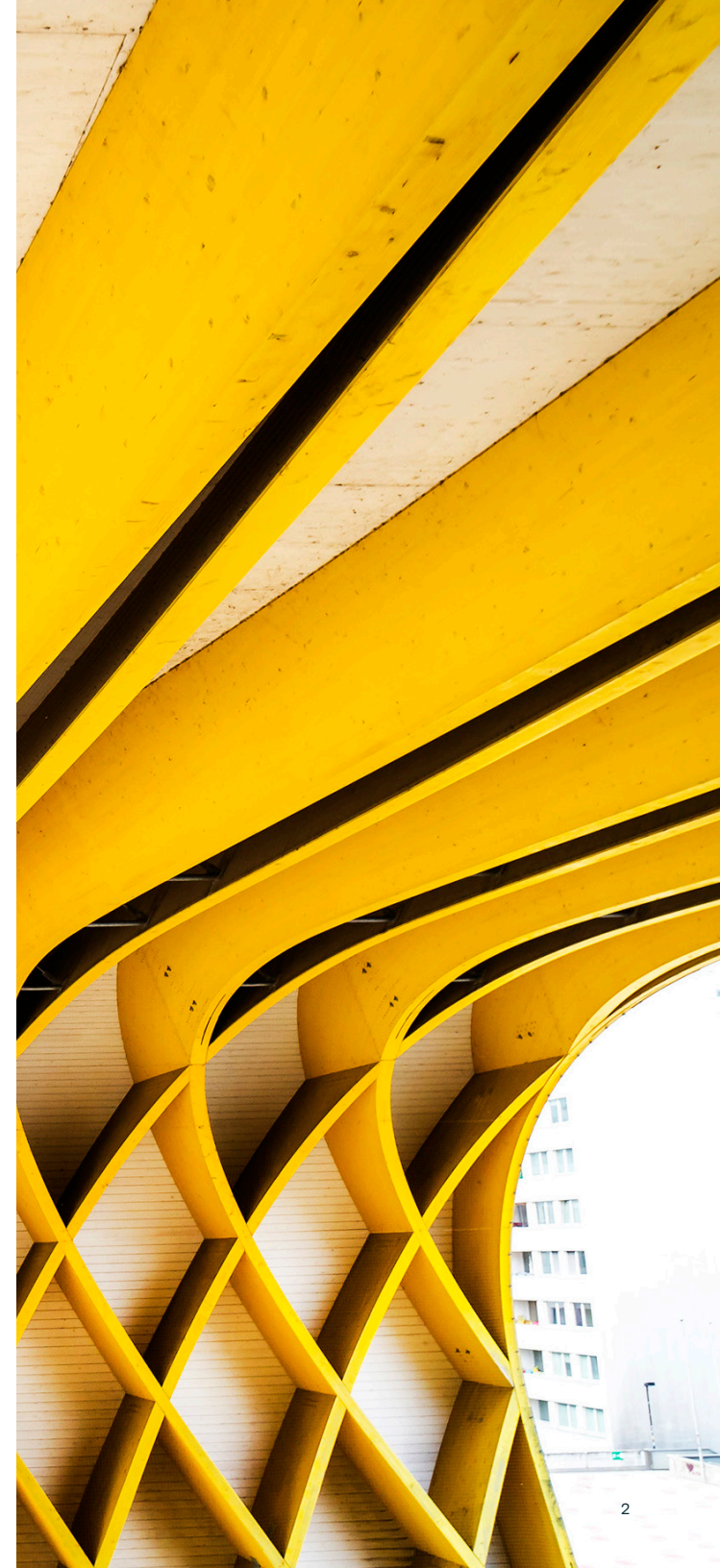
While factors such as significant infrastructure spending, housing shortages, and robust population growth continue to bolster demand, other factors, including moderating equipment and materials costs, are counteracting cost increases in other areas.

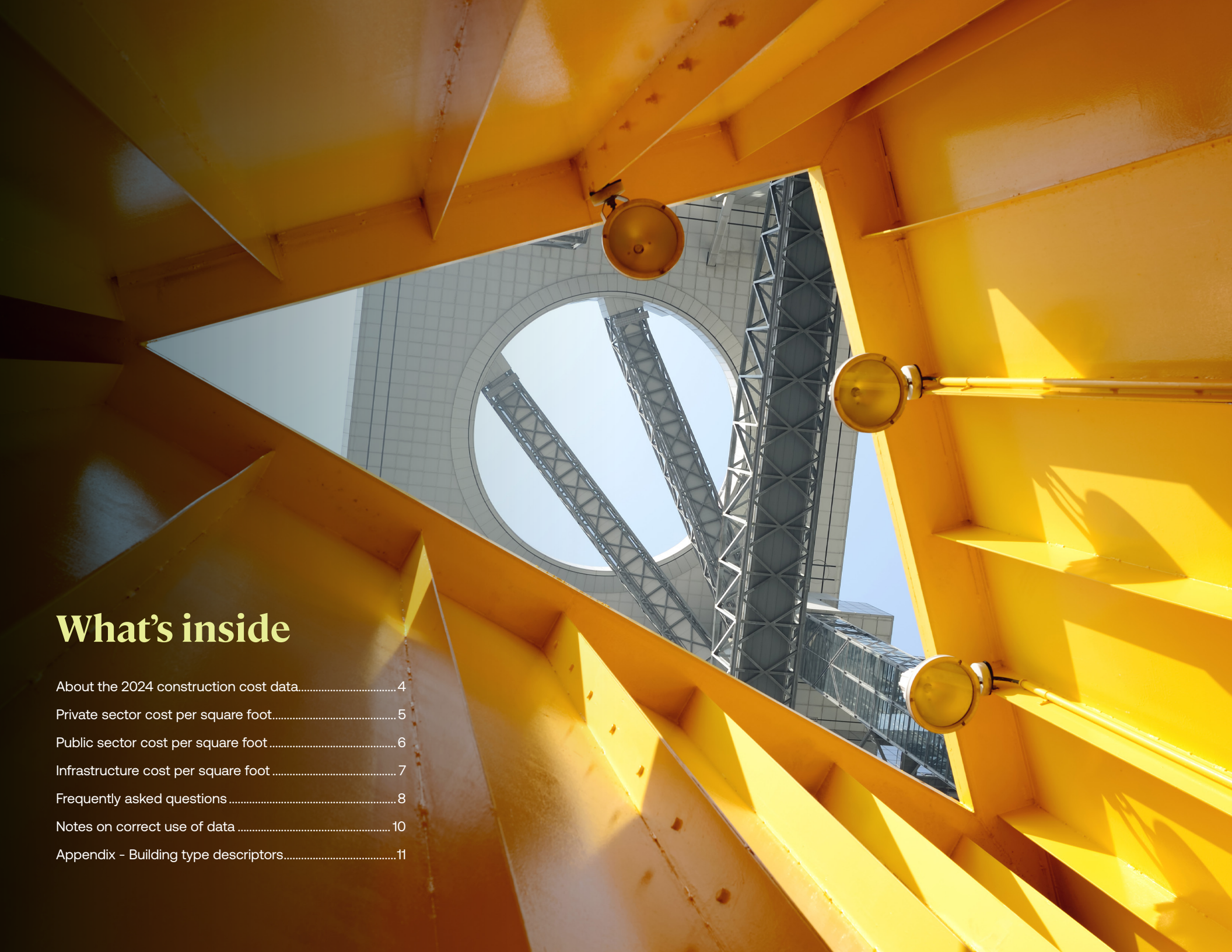
On balance, it appears that the scales are tilting toward more moderation of construction costs over the next 6 to 12 months; however, this equilibrium may be short-lived as rapid population growth will inevitably drive increased demand for housing and infrastructure.

As we navigate this phase of relative stability in construction costs, it is crucial for building development and construction companies to stay agile and well-informed.

In the potentially turbulent times ahead, your success hinges on informed budgeting and proactive risk management. Ensure your construction cost estimates and development pro formas remain current and accurate, empowering you to make strategic decisions in the face of evolving market dynamics.

[Learn more](#)





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About the 2024 construction cost data

Construction costs are impacted by global and local economic conditions, market trends, and advances in building materials, practices, and approaches. We have considered all these factors when producing our annual guide, to provide you with a budget range of construction hard costs across all asset classes in the Canadian marketplace.

This guide is designed to be an accessible tool for initial budgeting or to benchmark an estimate. However, we strongly advise that you seek independent professional advice to produce a precise estimate and pro forma figures that reflect the specific conditions and details of your unique development and infrastructure undertakings.

[Learn more](#)

Data based on real projects



Residential

\$175

BILLION

2,550

PROJECTS

920M+

SQUARE FEET



ICI

\$120

BILLION

2,793

PROJECTS

485M+

SQUARE FEET



Infrastructure

\$145

BILLION

430

PROJECTS

Total

\$440

BILLION

5,773

PROJECTS

1,405M+

SQUARE FEET

Private sector (cost per square foot)

BUILDING TYPE	Vancouver		Calgary		Edmonton		Winnipeg		GTA		Ottawa/Gatineau		Montreal		Halifax		St. John's										
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High									
Residential																											
CONDOMINIUMS/APARTMENTS																											
Up to 12 Storeys	325	to	400	280	to	335	280	to	335	280	to	335	285	to	390	285	to	365	250	to	315	185	to	265	195	to	280
13-39 Storeys	350	to	440	290	to	340	290	to	340	290	to	335	295	to	380	325	to	355	290	to	310	275	to	340	n/a	to	n/a
40-60 Storeys	360	to	450	295	to	345	295	to	345	295	to	340	340	to	425	330	to	385	300	to	350	n/a	to	n/a	n/a	to	n/a
60+ Storeys	370	to	470	n/a	to	n/a	n/a	to	n/a	n/a	to	n/a	365	to	490	370	to	440	n/a	to	n/a	n/a	to	n/a	n/a	to	n/a
Premium for High Quality	up to		250	up to		250	up to		250	up to		245	up to		245	up to		205	up to		195	up to		190	up to		200
WOOD FRAMED RESIDENTIAL (DIMENSIONAL LUMBER)																											
Row Townhouse with Unfinished Basement	185	to	290	185	to	235	185	to	235	185	to	235	205	to	250	135	to	185	130	to	180	125	to	165	135	to	175
Single Family Residential with Unfinished Basement	190	to	320	175	to	255	175	to	255	170	to	245	210	to	285	145	to	230	140	to	200	120	to	180	135	to	180
3 Storey Stacked Townhouse	220	to	300	195	to	245	195	to	245	190	to	245	240	to	275	175	to	210	150	to	200	155	to	195	160	to	195
Up to 6 Storey Wood Framed Condo	250	to	350	235	to	330	235	to	330	230	to	330	245	to	330	220	to	285	200	to	265	165	to	200	170	to	250
Custom Built Single Family Residential	495	to	1,250	475	to	1,045	475	to	1,045	475	to	1,025	520	to	1,130	515	to	1,085	425	to	850	295	to	580	330	to	695
SENIORS HOUSING																											
Independent / Supportive Living Residences	290	to	375	250	to	330	250	to	330	245	to	325	290	to	395	315	to	365	200	to	320	205	to	275	210	to	285
Assisted Living Residences	310	to	420	285	to	345	285	to	345	280	to	340	315	to	415	340	to	390	230	to	330	225	to	295	230	to	315
Complex Care Residences	400	to	600	325	to	525	325	to	525	320	to	520	400	to	600	385	to	575	340	to	520	320	to	550	345	to	565
Commercial																											
OFFICE BUILDINGS																											
Under 5 Storeys (Class B)	295	to	380	235	to	310	235	to	310	230	to	305	265	to	360	235	to	305	190	to	265	185	to	240	190	to	245
5 - 30 Storeys (Class B)	295	to	375	235	to	315	235	to	315	230	to	310	275	to	385	245	to	335	195	to	275	190	to	270	195	to	280
5 - 30 Storeys (Class A)	335	to	420	260	to	355	260	to	355	255	to	350	310	to	455	290	to	380	250	to	350	210	to	300	215	to	310
31 - 60 Storeys (Class A)	370	to	460	295	to	410	295	to	410	290	to	405	360	to	515	n/a	to	n/a	300	to	430	n/a	to	n/a	n/a	to	n/a
Interior Fitout (Class B)	85	to	155	75	to	115	75	to	115	70	to	110	110	to	150	80	to	130	85	to	125	60	to	100	65	to	105
Interior Fitout (Class A)	150	to	280	110	to	195	110	to	195	105	to	190	160	to	265	120	to	190	130	to	190	100	to	165	100	to	175
RETAIL																											
Strip Plaza	205	to	280	215	to	290	215	to	290	210	to	285	235	to	295	175	to	250	150	to	225	135	to	185	135	to	180
Supermarket	215	to	270	200	to	245	200	to	245	195	to	240	175	to	260	185	to	265	170	to	230	165	to	225	160	to	210
Big Box Store	205	to	270	190	to	240	190	to	240	185	to	235	165	to	240	180	to	230	160	to	220	170	to	220	175	to	225
Enclosed Mall	305	to	415	260	to	395	260	to	395	255	to	390	275	to	480	250	to	320	240	to	325	220	to	310	225	to	305
HOTELS																											
Budget	225	to	295	230	to	310	230	to	310	225	to	305	250	to	330	225	to	290	190	to	260	195	to	245	195	to	245
Suite Hotel	340	to	410	290	to	395	290	to	395	285	to	390	355	to	430	295	to	390	240	to	320	225	to	320	245	to	355
4-star Full Service	395	to	560	305	to	410	305	to	410	300	to	405	400	to	580	350	to	525	300	to	445	275	to	350	260	to	375
Premium for Luxury	up to		205	up to		190	up to		190	up to		185	up to		305	up to		160	up to		175	up to		115	up to		120
PARKING																											
Surface Parking	12	to	25	10	to	24	10	to	24	10	to	24	15	to	30	12	to	24	10	to	22	12	to	22	6	to	18
Freestanding Parking Garages (Above Grade)	120	to	205	110	to	160	110	to	160	105	to	155	140	to	210	120	to	170	100	to	150	105	to	135	115	to	150
Underground Parking Garages	160	to	250	155	to	210	155	to	210	150	to	205	175	to	300	230	to	315	140	to	190	135	to	185	145	to	190
Underground Parking Garages - Premium for Unusual Circumstances	up to		220	up to		140	up to		140	up to		135	up to		220	up to		210	up to		175	up to		170	up to		170
INDUSTRIAL FACILITIES																											
Warehouse	115	to	195	125	to	155	125	to	155	120	to	150	80	to	180	125	to	175	110	to	170	115	to	175	110	to	165
Distribution Facility	180	to	465	145	to	430	145	to	430	140	to	425	180	to	480	170	to	450	155	to	430	150	to	390	175	to	470
Urban Storage Facility	115	to	165	135	to	175	135	to	175	130	to	170	95	to	195	110	to	200	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/Gatineau		Montreal		Halifax		St. John's										
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High									
Institutional																											
EDUCATIONAL BUILDINGS																											
Elementary School	425	to	500	315	to	405	315	to	405	310	to	400	425	to	650	380	to	480	370	to	470	350	to	420	310	to	455
Secondary School	445	to	520	345	to	435	345	to	435	340	to	430	460	to	680	400	to	485	390	to	475	350	to	440	330	to	475
Universities & Colleges - Teaching and Lecture Hall Building	750	to	1,100	525	to	810	525	to	810	520	to	805	875	to	1,135	700	to	1,005	650	to	900	660	to	760	670	to	770
Universities & Colleges - Laboratories (Level 1 and 2)	925	to	1,250	700	to	1,100	700	to	1,100	695	to	1,095	1,080	to	1,440	925	to	1,235	880	to	1,175	760	to	1,100	770	to	1,110
Universities & Colleges - Student Residence	395	to	500	295	to	380	295	to	380	290	to	375	500	to	750	400	to	500	350	to	450	325	to	400	285	to	375
HEALTH CARE																											
General Hospital/Acute Care	1,000	to	1,550	700	to	1,080	700	to	1,080	695	to	1,075	980	to	1,545	950	to	1,440	850	to	1,250	690	to	1,075	710	to	1,000
Medical Clinic/Treatment Centre	500	to	650	350	to	635	350	to	635	345	to	630	420	to	625	425	to	575	350	to	525	380	to	600	360	to	530
Civic																											
TRANSPORTATION BUILDINGS																											
Regional Airport Terminal	425	to	530	480	to	650	480	to	650	475	to	645	510	to	610	390	to	495	370	to	465	385	to	480	360	to	500
International Airport Terminal	810	to	1,050	720	to	990	720	to	990	715	to	985	845	to	1,120	795	to	980	740	to	885	745	to	910	745	to	910
Bus Terminal/Garage	380	to	480	345	to	445	345	to	445	340	to	440	440	to	735	340	to	425	325	to	390	315	to	405	280	to	375
GOVERNMENT BUILDINGS																											
Fire/EMS Station	590	to	865	525	to	675	525	to	675	520	to	670	570	to	735	565	to	690	500	to	600	400	to	490	400	to	500
Police Station - Local Detachment	540	to	590	410	to	500	410	to	500	405	to	495	565	to	620	535	to	595	475	to	540	410	to	465	410	to	475
Police Station - Regional Headquarters	470	to	610	435	to	520	435	to	520	430	to	515	500	to	595	465	to	565	435	to	520	360	to	455	350	to	450
Court House	505	to	725	495	to	685	495	to	685	490	to	680	610	to	780	525	to	700	480	to	650	475	to	560	480	to	550
Facilities Maintenance Building	450	to	550	300	to	435	300	to	435	295	to	430	515	to	610	480	to	550	400	to	500	300	to	350	300	to	350
Penitentiary	550	to	700	490	to	615	490	to	615	485	to	610	595	to	720	505	to	635	450	to	575	430	to	595	480	to	595
Municipal Office (Including Fit-Up)	410	to	530	390	to	435	390	to	435	385	to	430	425	to	550	370	to	465	340	to	425	335	to	385	310	to	375
Library	440	to	740	410	to	630	410	to	630	405	to	625	550	to	1,100	465	to	825	425	to	700	410	to	670	400	to	600
RECREATION/ENTERTAINMENT BUILDINGS																											
Ice Arena	350	to	475	345	to	440	345	to	440	340	to	435	355	to	450	340	to	445	330	to	415	335	to	385	340	to	395
Community Aquatic Facility	535	to	930	475	to	630	475	to	630	470	to	625	610	to	940	565	to	775	510	to	665	615	to	665	510	to	565
Multi-Use Recreational Centre	515	to	915	420	to	565	420	to	565	415	to	560	670	to	1,160	585	to	705	530	to	625	510	to	620	460	to	585
Performing Arts Building	890	to	1,225	605	to	955	605	to	955	600	to	950	940	to	1,270	615	to	970	515	to	870	490	to	635	485	to	620
Museum / Gallery	535	to	880	535	to	900	535	to	900	530	to	895	610	to	905	605	to	745	505	to	690	470	to	615	445	to	620

Infrastructure (cost per unit)

	British Columbia		Alberta		Ontario (GTA Region)		Ontario (Ottawa Region)					
	Low	High	Low	High	Low	High	Low	High				
Infrastructure												
LIGHT RAIL TRANSIT												
Guideway - Underground (Tunnel) (per km)	88,700,000	to	205,800,000	77,700,000	to	180,300,000	85,500,000	to	198,500,000	80,800,000	to	187,400,000
Guideway - Underground (Cut and Cover) (per km)	40,400,000	to	381,400,000	35,400,000	to	334,000,000	39,000,000	to	367,600,000	36,800,000	to	347,100,000
Guideway - At Grade (per km)	2,600,000	to	74,200,000	2,300,000	to	29,200,000	2,500,000	to	32,100,000	2,400,000	to	30,400,000
Guideway - Elevated (per km)	18,200,000	to	79,200,000	16,000,000	to	60,600,000	16,800,000	to	66,700,000	15,900,000	to	63,100,000
Stops - At Grade (per unit)	1,400,000	to	7,100,000	1,200,000	to	5,900,000	1,300,000	to	6,500,000	1,200,000	to	6,100,000
Stations - Underground (per unit)	53,800,000	to	246,500,000	47,100,000	to	188,700,000	51,800,000	to	207,700,000	49,000,000	to	196,200,000
Stations - At Grade (per unit)	5,900,000	to	47,600,000	5,200,000	to	40,300,000	5,700,000	to	44,400,000	5,500,000	to	41,900,000
Stations - Elevated (per unit)	30,200,000	to	84,300,000	26,500,000	to	76,700,000	29,100,000	to	84,400,000	27,500,000	to	79,700,000
Operations and Maintenance Facility (per sf)	235	to	1,790	210	to	1,210	225	to	1,335	220	to	1,265
Systems (per km)	6,200,000	to	78,300,000	5,300,000	to	24,600,000	6,000,000	to	27,100,000	5,600,000	to	25,600,000
HIGHWAYS												
Multi-Lane Highways (per lane km)	2,400,000	to	3,300,000	2,000,000	to	2,900,000	2,300,000	to	4,300,000	2,200,000	to	3,200,000

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 \$440/square foot = \$352 million

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

Total = \$398 million

Frequently asked questions

Q. If I am budgeting a building that has no 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, including:

- Non-typical foundations due to poor soil stability
- Bath tubbing 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 does the cost of the same asset type differ so much between cities in some cases?

The Cost Guide numbers reflect the probable costs of the identified type of building as it would typically be defined in

that market. Not only do the costs of labour and materials differ between markets, but the standards/specification of each building type may differ as well.

For example, the specification of a mid-quality condominium in Vancouver will typically be a higher specification than what is provided for a mid-quality condominium in Halifax. In addition, there are climatic & code variances between cities. For instance, the HVAC system required in Calgary will be different than the HVAC system 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, kitchen cabinetry, appliances, luxury building amenities, upgrades to exterior enclosure, etc.

Frequently asked questions *(continued)*

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 replacement cost estimate should be prepared by a qualified cost professional with respect to your unique asset, especially when it comes to unique properties with a greater level of design. Relying on generic estimates, untailored to your needs, can leave you exposed.

Q. I want to measure cost escalation from year to year. Will comparing the current Cost Guide numbers to previous Cost Guide numbers provide me with a useful measure of annual cost escalation?

We do not recommend using the Cost Guide to measure cost escalation. It is meant to be used as a tool for clients who are considering an appropriate conceptual budget for a building type in a specific market at a particular point in time. Its methodology thus allows all variables (design, costs, etc.) to vary from year to year and location to location, to constantly reflect what is 'typical' of each market each year. What is typical of one city may not

be typical of another city. Similarly, what is typical of a building type today, may not have been typical of the same building type 5 years ago. We also change the definition and scope of the building categories periodically, thereby making accurate year-over-year comparisons unfeasible.

To provide an accurate measure of cost escalation – and isolate only the changes due to the escalation of costs – all other variables would need to remain static.

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. Previous Cost Guides (pre-2020) included the Canadian Cost Index, which compared the relative costs between cities. Why is this no longer included?

We no longer produce the **Canadian Cost Index** for a couple reasons. First, no single index number is universally applicable to all building types. In a single city, some building types may be a premium versus the benchmark city, while other building types are a discount versus the benchmark city. For example, the cost of a 30-storey residential tower could be higher than the benchmark city, while the cost of a wood frame townhouse project is less expensive.

Second, in many cases, the design of the building in the indexed city will be significantly different than that of the benchmark city. Consider the scenario of indexing the cost of a building in Iqaluit to that of Toronto. A building built in Iqaluit will have substantive differences in design compared to a similar building built in Toronto (due to environmental considerations, site, code, local design standards, etc.). Although this is an extreme example for the purpose of illustrating a point, the same issue applies to some degree when indexing the construction costs of any city to those of another.

For these reasons, we recommend that you consult a professional who can consider the complexities on a case-by-case basis, rather than relying upon an index.

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

Correct measurement & 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

Federal & 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.

APPENDIX

Building type descriptors

PRIVATE SECTOR:

Residential

General: 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.

PRIVATE SECTOR:

Commercial

General: 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

- 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.

PUBLIC SECTOR:

Civic

General: 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.

PUBLIC SECTOR:

Institutional & Infrastructure

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

Institutional

- 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.

Infrastructure

Light Rail

- 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.

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